

**DOCKS & HARBORS
FINANCE SUB-COMMITTEE
MEETING**

September 8, 2021

Via Zoom: <https://bit.ly/3gBzCKU>

Meeting ID: 881 0266 4291

Passcode: 622683

Call in: 253 215 8782

- I. **Call to Order** – September 8th, 2021 at 5:00pm
- II. **Roll Call** (Lacey Derr, James Becker, David Larkin, Matthew Leither, Mark Ridgway, Don Etheridge and Bob Wostmann)
- III. **Approval of Agenda**
- IV. **Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time)
- V. **Approval of August 25th, 2021 Finance Sub-Committee Meetings Minutes.**
- VI. **Unfinished Business**
 1. Charter Vessel Rates at Statter Harbor (05 CBJAC 20.080 Passenger-for-hire fee)
Presentation by the Port Director

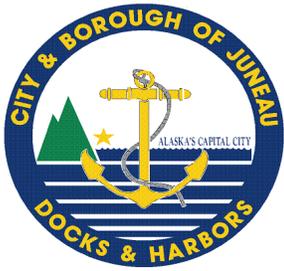
Committee Questions

Public Comment Committee

Discussion/Action

MOTION: TO RECOMMEND A 10% INCREASE PER VESSEL FEE AND 10% INCREASE PER PASSENGER FEE, SET UNDER 05 CBJAC 20.080, TO BE EFFECTIVE FOR CALENDAR YEAR 2022.
- VII. **Items for Information/Discussion**
 1. Docks & Harbors Policy pertaining to the Consistency & Fairness of Fee Review Process
Presentation by Sub-Committee Chair

Committee Discussion/Public Comment
- VIII. **Sub-Committee Action Items**
- IX. **Good of the Order**
- X. **Next Meeting** – September 29th, 2021 @ 5pm
- XI. **Adjournment**



**DOCKS & HARBORS
FINANCE SUB-COMMITTEE
MEETING MINUTES**

August 25th, 2021

- I. **Call to Order** – Mr. Wostmann called the August 25th, 2021 Finance Sub-Committee to order via zoom at 5:00 pm.
- II. **Roll Call** - The following members were present via zoom or at the Port Director’s Office Conference room: Matt Leither, James Becker, Mark Ridgway, Don Etheridge and Bob Wostmann

Absent – Lacey Derr and David Larkin
- III. **Approval of Agenda** –
Motion by Mr. Etheridge: To approve the agenda as presented and ask unanimous consent.

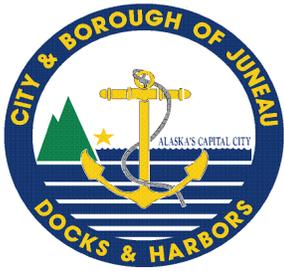
Motion passed with no objection.
- IV. **Public Participation on Non-Agenda Items** - None
- V. **Approval of August 12th, 2021 Finance Sub-Committee Meetings Minutes.**
Hearing no objection, the minutes of August 12th were approved as presented.
- VI. **Items for Information/Discussion**
 1. Review of all Docks & Harbors Fees in Regulation
Mr. Uchytel said starting on page eight in the packet is a list of fees in regulation. On page 30 to 34 are the fees the Harbor administrative staff charge out.

Mr. Wostmann said this will be a document source for members of the Committee to refresh their memory and any new members to use moving forward with discussing rates.

Committee Discussion – None

Public Comment – None
 2. Charter Vessel Rates at Statter Harbor – Next Steps
Mr. Uchytel said last fall the discussion began on the Statter Harbor for-hire floats fee whether the current fee was the right fee or not. The current fee for inspected vessels is \$518 per vessel and \$1.50 per person. The discussion was tabled until after this year’s cruise ship season. With the infrastructure finished at Statter Harbor, this is an appropriate time to continue the discussion for these fees. The discussions included: what does it cost to manage the charter fleet, and what was the infrastructure expense associated with the floats? What are the other fees associated with this fee? Mr. Uchytel said Mr. Wostmann suggested a 30% increase in fees but that was just a suggestion.

Committee Discussion
Mr. Leither asked if the \$500 that the charter operators pay is in addition to moorage?



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Mr. Uchytel said yes.

Mr. Leither asked if the charter operators are paying the same moorage rate as other Statter Harbor users?

Mr. Uchytel said yes.

Mr. Wostmann wanted Mr. Uchytel to go over different approaches for these fees.

Mr. Uchytel said a few different ideas to come up with an appropriate fee is –

- Charge a percentage of what a charter operator charges for a trip.
- A fee to cover the different costs to manage the for-hire floats. On page 65 in the packet are defensible fees for the charter operators.
- Look at how much investment CBJ and Docks & Harbors has in building out the infrastructure.

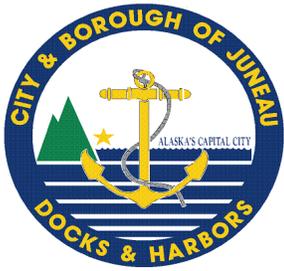
As a result of the CLIA lawsuit, it allowed for Docks & Harbors to move forward with Statter Harbor phase III(A) which was the dredging and Statter Harbor phase III(B) which was the float installation. For both phases add up to \$8.4M in construction costs. We also have plans for the uplands: curb gutter, bathrooms, waiting areas, and paving which will be another \$4M. The vast majority of the \$8.4M was paid from head tax. From the CLIA lawsuit it was agreed that $\frac{3}{4}$ of the funding could be from head tax with the remaining $\frac{1}{4}$ would be from Harbors funds.

Mr. Wostmann said he recalls previous discussions looking at two components to recover costs. One was operational costs and the other was investment costs by charging the fleet a certain amount to recover our capital investment. The operational costs were \$135K to \$150K and also to recover $\frac{1}{2}$ of the capital investment in the facility of \$150K per year so \$300K would need to be figured into this fee for the use of the new facility. Currently that segment of the fleet generates \$225,000 annually. To go from the \$225,000 to the \$300,000 is where the 30% increase came from.

Mr. Etheridge said it will not only be the cost of the upkeep but also the replacement. That is a big problem with all of our fees not looking at cost of replacement.

Mr. Wostmann said that is why we are in this current dilemma. There are four different components that need to be considered setting a rate.

1. Recovery of operations
2. Recovery of investment capital
3. Build new capital for further growth
4. Catch up



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Mr. Wostmann said he is unsure how to refine those numbers. He suggests to have someone with expertise in this area give guidance on how to proceed on what is a good rate for the various operations we have. Even with approval to spend money on a rate study, it would not be complete until next spring and we need to have a fee before then. He said there has been some work on this fee already but not a whole lot of substantiation behind it but there are numbers we can defend and are reasonable. He said from his perspective, with the unknown 2022 season, it does not seem reasonable to increase the fee by 30% for next year. He suggested to start the increase at 10% which gets a small step in the right direction and is still affordable for the charter operators.

Mr. Etheridge asked if the 10% was going to be for the vessel and the per passenger fees?

Mr. Wostmann said he is not sure yet but it is up for discussion.

Mr. Uchytel said he believes the \$225,000 included moorage for the passenger for hire vessels.

Mr. Wostmann said he recommends both the vessel and the passenger fee be increased by 10%.

Mr. Leither said how many months of the year will this just be for charter operators.

Mr. Uchytel said our permits go from April 15 through September.

Mr. Leither said charter operators use the floats for 5½ months on prime real estate with electricity, water, and a sewage pump out all year. They are only paying \$100 per month extra when he knows people that would pay more for that location with that good of access. He said he is not sure what the fee should be but he wants to think about this more.

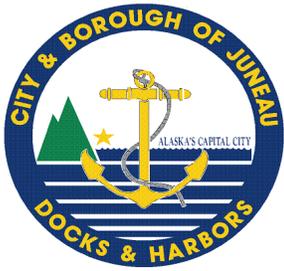
Mr. Etheridge said if we move forward with this it can be changed at the Operations Committee or the Board meeting.

Mr. Leither asked what the goal for today is?

Mr. Wostmann said we are trying to come up with a preliminary figure to forward to the Operations Committee and we could also hear public comment.

Mr. Etheridge said starting with the 10% is a good starting point until we receive the completed rate study.

Mr. Uchytel said 10% is a modest amount to start with. This would allow for the Charter Operators to plan for that amount and continue the process through our normal Committee



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and Board processes. This Committee will meet again before the Operations Committee so there will be more time to discuss this and bring in the Charter Operators that will be affected by this rate increase for public input.

Mr. Etheridge said this will give an opportunity to get the public involved. We can put the Charter Operators on notice that we are looking at a 10% increase.

Public Comment

Sierra Gadaire, Juneau, AK

Ms. Gadaire said she is the General Manager of Gastineau Guiding. She said 10% is a reasonable request. How the tourism business income works is there is a direct impact of the slow cruise ship season this year coupled with limited staffing options through a short season. Looking forward to the 2022 season, our big concern is startup costs. We have to staff and prepare for a season that is very large. We rely on cruise ship contracts, we sign those contracts early and we do not receive payment for services rendered for 60 to 90 days after wards. We float all of our expenses in April into May and June. In a normal season that would be fine but after 2020 and 2021 it is a hardship. Having a 20 or 30% increase would make it even harder. We are currently paying moorage for every vessel, a per passenger fee, two separate seat fees for buses, plus all the other fees to the other organizations. Up front, startup costs are a huge consideration. One thing the US Forest Service did this year to work with the tourism industry was to let us pay at the end of the season. With the Harbors 10% fee increase in 2022 she is not too concerned but it was helpful to be able to pay at the end of the season.

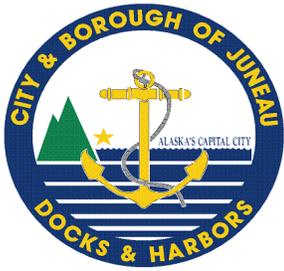
Mr. Wostmann asked if it would be helpful if payment was postponed and made mid-season or another time but not at start up.

Ms. Gadaire said delayed payment to mid-season would be helpful.

Mr. Ridgway said the Board is going to enter into a period to review our rate structures, and that has a lot to do with our operational costs. He asked Ms. Gadaire, "if the rate study came back and recommended a 20 to 25% increase, how long would it take Gastineau Guiding to be able to pay that increase and would it be better in a phased approach?"

Ms. Gadaire said Gastineau Guiding commits to pricing two years out so we are committed for pricing through 2023. It is not as simple to say the operators are going to pass the increase on to the customer. It will take a couple years to be able to start recouping the increase so a phased approach would be helpful.

Mr. Etheridge said the last couple years, the Board did decrease the rates for the charter operators to help them out.



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Alison Jacobson, Haines, AK

Ms. Jacobson said she is the owner of Alaska Fjordlines and she has been operating the last two summers and appreciates the discounts provided by the Board. Her business is down 60% this year. She said moving forward to 2022 it is still very uncertain. The boarder is open for US travelers but still closed for Canadians and 95% of her customers are off the Alaska Highway. Our company brings independent travelers from Haines and Skagway to Juneau. We have one bus and boat and make one trip a day to Juneau. If there is an increase, she would appreciate a slight increase because there are so many unknowns for the coming year. She is concerned about startup costs also. She said she pays a lot of fees in Haines, Juneau and Skagway and anything the Board can do to help get on top of these hard times would be greatly appreciated.

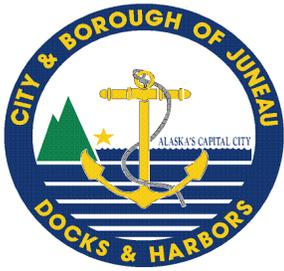
Mr. Wostmann said the Board gave direction to the Port Director to make accommodations in special circumstances. We are currently operating with the assumption next year will be a full season but if things change we may end up revisiting all of this. This item will be put on our September 8th meeting agenda and at that time there will be a motion with a recommendation to go to the Operations Committee.

3. Request for Proposal (RFP): Rate Study

Mr. Uchytel said starting on page 72 of the packet is a RFP he drafted as consideration for a harbor rate study. The project description is on page 78 but he may need to change this after talking to the City Manager. He believes the Board gave direction for a cost based rate study. The two types of studies talked about at a previous meeting was a market rate study and a cost based study. The market rate study is looking at your rates in comparison with your competitors and cost based is looking at your investments and if you were a private enterprise how would you allocate fees. This RFP is saying Docks & Harbors is offering to qualified professionals a chance to provide resumes that would allow a set number of staff and Board members to sit on a selection committee to choose a company to help navigate this process of the rate study. He wants the selected company to also help guide us through the rate process. Mr. Uchytel said the City Manager recommended to expand the RFP to include a market study for the cruise ship dockage fees and this ask would be easy to add to the RFP.

Committee Discussion

Mr. Leither commented when there is a cost based study, they are just breaking down the different user groups costs. However, there are instances more complicated than that with the parking situation in Statter Harbor versus the parking downtown. The Statter Harbor people pay for parking and the downtown people do not and he would assume that it costs the same for the upkeep of the parking areas. Is there a way to factor that into the fee?



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Mr. Uchtyl said this is one of the difficulties to putting together a rate study. The consultant will take direction from staff in their analysis. Part of that would be there is insufficient parking at Statter Harbor and we do not have an issue with parking downtown. This is more of a management issue than it is a cost basis.

Mr. Leither said he looks at it as a supply and demand issue. He would suggest a combined study with cost based and market based approach. He said reviewing the other three community rate studies, he believes the Sitka study was most applicable to our case. One of the biggest reasons for getting this rate study is for transparency and have the reasons for increase in fees. However, in the Sitka study they said a fee needed to be increased by a certain percentage but there was no data behind the fee increase. He wants to make sure if we do a rate study that there needs to be clear documented reasons for an increase they think is necessary.

Mr. Uchtyl said consultant will do what we are willing to pay for.

Mr. Becker asked if there was a paramount reason to expand this study to the cruise ship docks.

Mr. Uchtyl said this request came from the City Manager and there is belief that our cruise ship dockage fees are under market value. With this going out for the small boat harbors, the cruise ship portion could be included.

Mr. Etheridge asked if the cruise ship moorage study would include the yachts?

Mr. Uchtyl said this RFP is to get interest from consultants and then when a consultant is chosen that is when we would enter into negotiations on what we want, based on what the cost is, and what we can afford.

Mr. Wostmann asked for an example of what is meant in section 1(4) in the RFP?

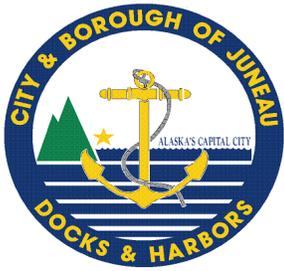
Mr. Uchtyl said he was thinking of the UAS property. The whole rate study is a result of the costs that we see on the horizon with obtaining the UAS property.

Mr. Wostmann asked if we are allowed to do oral interviews in a zoom meeting?

Mr. Uchtyl said typically an oral interview is done when there is not a clear winner. We can set this up anyway the Board and staff want.

Public Comment – None

MOTION By MR. ETHERIDGE: TO PUT THE REQUEST FOR THE PROPOSED RATE STUDY WITH THE OPTION OF THE MARKET STUDY WITH THE DOCKAGE FOR CRUISE SHIP RATES INCLUDED AND MOVE TO THE NEXT OPERATIONS MEETING AND ASK UNANIMOUS CONSENT.



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Motion passed with no objection

VII. Action Items –

Mr. Wostmann said as a result of today's meeting a particular action item would be to talk to people in the industry to get as much feedback on the Statter Harbor rates for the next meeting.

VIII. Next Meeting – September 8th, 2021 @ 5 pm

Agenda items –

Statter Harbor passenger for hire fees 10% increase.

Rate review priorities (look at the rates to see if a rate needs review before the rate study)

IX. Adjournment – The meeting adjourned at 6:10pm.

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES (CONTINUED)
For Thursday, October 29th, 2020

Mr. Uchytel said on page 38 in the packet is recommended language from staff. If the Board approves this, he will go to Law and start the change. The intent of what is in red (c) is that we want to recognize that there may be commercial fishing vessels that have reserved moorage at Statter Harbor and we want to provide them the same courtesy that fishing vessels downtown get when they go out to Statter Harbor to fish.

Committee Questions - None

Public Comment - None

Committee Discussion/Action - None

MOTION BY MR. BECKER: TO PURSUE A REGULATION CHANGE TO ACKNOWLEDGE STATTER HARBOR COMMERCIAL FISHING VESSELS ARE ENTITLED TO DOWNTOWN HARBOR DISCOUNTS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

4. Charter Vessel Rates at Statter Harbor (05 CBJAC 20.080 - Passenger-for-hire fee)
Mr. Uchytel said there is a Finance Sub-Committee looking at our budget and the Statter Harbor for-hire-float rates. With the completion of these floats in May, and the purpose of serving the charters for whale watching vessels and fishing charters, we should be adjusted the rates accordingly. The Finance Sub-Committee met on the 15th of this month and will meet again in late November to continue the discussion on an appropriate rate for passenger-for-hire. The Committee wanted to signal the charter operators that we would not make any changes to calendar year 2021. The Committee will continue to work on an appropriate fee for Statter Harbor passenger-for-hire activities for the following year.

Committee Questions

Public Comment

Dennis Watson, Juneau, AK

Mr. Watson asked if Mr. Uchytel is talking about the moorage rate of \$7.00 plus per foot for the charter boats as well?

Mr. Uchytel said this rate has not been determined yet.

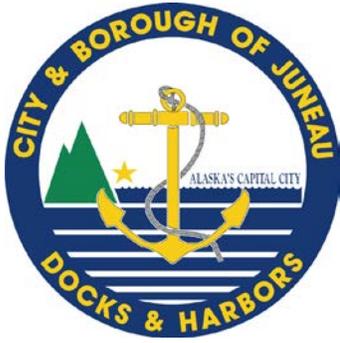
Committee Discussion/Action

MOTION BY MR. BECKER: NOT TO PURSUE ANY CHANGES TO THE STATTER HARBOR PASSENGER FOR HIRE FEE FOR CY2021 AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

X. Items for Information/Discussion

1. UA/UAS Lease Agreement – Juneau Fishermen’s Terminal



From: Port Director
To: Dock & Harbors Finance Sub-Committee
Date: October 15th, 2020
Re: STATTER HARBOR – FOR HIRE FLOAT – FEE DISCUSS

1. Statter Phase III(B) is scheduled for completion on May 28th, 2021. This infrastructure investment will benefit all Statter users but especially the charter vessel operators. Discussions regarding the appropriate fee structure for the charter vessel are in the infancy but this document helps to bracket what is a fair rate to apply to those using the for hire floats, once they become operational.

Statter Phase III	Construction Award
III (A) – Dredging	\$4.1M
III (B) - Floats	\$4.3M
III (C) – Uplands	\$4M (Estimated)
Total	\$12.4M

Phase III (C) is not yet fully designed but will provide restrooms, covered waiting area, curb & gutter and paving for the parking lot. The CLIA Settlement in 2019 did not object to using 75% of head tax in support of the Statter Phase III project. This implies that 25% must come from Harbor Enterprise fund or local CBJ match. We have sufficient Harbors Enterprise match for Phase III(A) and III(C).

2. The latest FY20 Available Fund Balance Summary:

	Revenue (FY20)	Expenditure (FY20)	Fund Balance (7/1/2020)
Docks Enterprise	\$1,708,507	\$1,399,191	\$2,588,939 (+\$309,316)
Harbor Enterprise	\$4,570,689	\$3,995,742	\$389,812 (\$574,947)

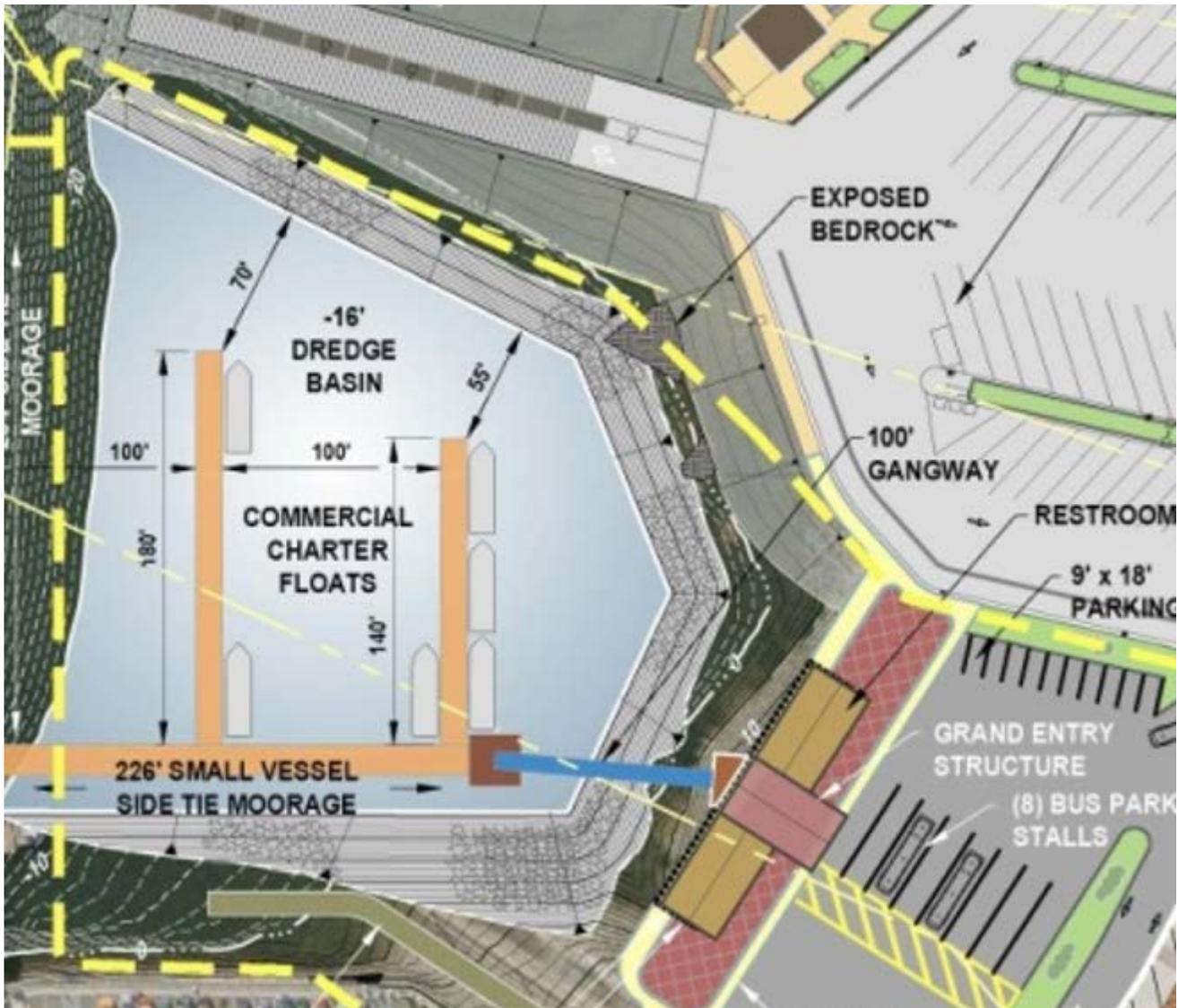
3. Currently the charter operator using Statter Harbor pay moorage (\$7.35/linear foot) and pay a passenger for hire fee as described in regulations (05 CBJAC 20.080 - Passenger-for-hire fee) for inspected vessels as \$500.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity, adjusted annually for Anchorage CPI. It is our intentions that the newly constructed for-hire floats will be primarily used for Inspected Vessels and we will manage the Uninspected Vessels (i.e. 6 passenger operator) outside of the new facility. In 2019, Docks & Harbors collected \$150,703.50 under the Passenger-for-hire fee and \$73,780 from moorage from the vessels engaged in this activity. Collectively we received \$224,483.50 from the inspected charter operations in Statter Harbor.

4. In an attempt to discuss the appropriate fee structure, the following comments may be appropriate to consider:
- Estimated construction award cost Phase III (all phases) is \$12.4M.
 - Estimate permitting, design, construction inspection & contract administration adds 17% to \$14.5M
 - CLIA Settlement allows up to \$11M to be funded with head tax
 - Harbor match of approximately \$3M is required – of which \$2M has been accounted for.
 - The user group which most benefits from Statter Phase III is the Inspected Charter Vessel Operators.
 - In 2019, the Inspected Charter Vessel Operators paid nearly \$225K.
 - There are 8896 square feet of new floats in Phase III(C)
 - For the Statter Phase III construction (all phases), the approximate cost is \$1600/sf.
 - The approximate cost per of new float at Douglas Harbor was \$360/sf (excludes USACE dredging).
 - The approximate cost per of new float at Aurora Harbors (Phase I & II) was \$273/sf.

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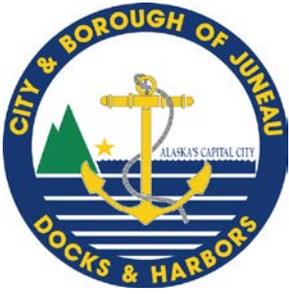
- Encl: (1) Rendering Statter Harbor Improvements
(2) Small Scale – Statter Harbor Phase III
(3) Revenue Collected by Passenger For Hire Fees





Passenger For Hire Trends

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total # of Uninspected Companies (Total Boats)	18 (26)	13 (19)	11 (17)	15 (23)	10 (19)	13 (24)	16 (40)	12 (30)	10 (22)	11 (25)	10 (26)
Boat Fee	\$50.00	\$50.00	\$50.00	\$50.00	\$50.00	\$50.00	\$50.00	\$100.00	\$150.00	\$151.00	\$156.00
Passenger Fee	\$15 per seat one time fee	\$1.00	\$1.25	\$1.50	\$1.50	\$1.50					
Uninspected Vessels per passenger totals \$	\$2,299.95	\$5,700.00	\$5,100.00	\$2,070.00	\$5,700.00	\$2,160.00	\$8,725.13	\$9,078.61	\$9,517.50	\$8,818.50	\$9,291.00
Total # of Inspected Vessel Companies (Total Boats)	8 (13)	9 (27)	5 (17)	7 (21)	7 (19)	7 (19)	7 (25)	7 (29)	8 (32)	9 (35)	10 (41)
Boat Fee	\$300.00	\$300.00	\$300.00	\$300.00	\$300.00	\$300.00	\$300.00	\$400.00	\$500.00	\$518.00	\$518.00
Passenger Fee	\$1.00	\$1.10	\$1.10	\$1.10	\$1.10	\$1.10	\$1.25	\$1.50	\$1.50	\$1.50	\$1.50
Inspected Vessels per passenger totals \$	\$45,571.16	\$38,616.10	\$51,408.00	\$65,929.66	\$57,842.49	\$57,855.24	\$85,770.20	\$106,518.40	\$82,826.00	\$119,979.00	\$150,703.50



Port of Juneau

City & Borough of Juneau • Docks & Harbors
 155 S. Seward Street • Juneau, AK 99801
 (907) 586-0292 Phone • (907) 586-0295 Fax

From: *Carl J Uchytel*
 Port Director

To: Docks & Harbors Finance Sub-Committee

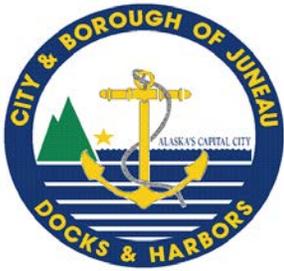
Date: November 24th, 2020

Re: Cost Estimate Attributable to Statter Harbor For-Hire Charters

1. In its efforts to determine an appropriate fee schedule for charter vessel who will benefit with the Statter Phase III project, the Docks & Harbor Finance Sub-Committee requested the Port Director identify operations and maintenance costs associated with this \$12M infrastructure investment. This question, although reasonable and commonly asked in a variety of ways, is difficult to provide in a direct, repeatable manner. This is primarily because our facilities including harbor officers, harbor technicians and administrative assistants are rarely conducting tasks so specific to separate one user group (i.e. recreational vessels with moorage, trailerable boats using launch ramp facilities, live-aboard patrons, commercial fishing vessels, commercial transport/landing craft, commercial charter vessels using Statter Harbor) from another with regards to their impact to Docks & Harbors staffing and budget.
2. We do know our Harbors Enterprise FY21 budget is \$4.25M. One way to roughly estimate direct costs would be to prorate the budget based on the 7 personnel (4 year round plus 3 seasonals) assigned to Statter relative to the 10 personnel (7 year round plus 3 seasonals) assigned downtown. Using this proportion, our annual Statter Harbor/Out the Road Activities amounts to \$1.75M. In addition to Statter Harbor proper, this would include costs (personnel, fixed and discretionary) for ABMS, ABLF, Amalga and Echo Cove. Assuming 75% of resources are expended at Statter Harbor proper, results in \$1.3M annual operating cost for that facility or approximately \$100K/month. Furthermore, if we assume one-third of the operating costs from May through September can be attributable to the 80K embarking charter guests, then \$150K is a reasonable annual cost to charter operations.
3. Another manner to estimate level of cost to support the charter operations is by line item.

Harbor Officer – 0.5 FTE (April thru September)	\$45,833
Harbor Technician – 0.5 FTE (April thru September)	\$35,616
Admin Assistant II – 25% of 1 FTE (April thru September)	\$10,228
Port-a-Potty – 5 @ \$855.80/month (May thru September)	\$21,395
Restroom supplies – 75% of total usage (May –September)	\$2,854
Water/Waste Water – 75% of total use (May – September)	\$4,530
Refuse Disposal – 25% of total use (May – September)	\$8,847
Sweeping & Striping of bus parking lot (LS)	\$3,682
TOTAL	\$133,000

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DOCKS & HARBORS FINANCE SUB-COMMITTEE MEETING MINUTES

Monday November 30th, 2020

I. Call to Order – Mr. Wostmann called the November 30th Finance Sub-Committee meeting to order at 5:00 pm via Zoom Meeting.

II. Roll Call

The following members were present via zoom or in the Port Director's conference room: James Becker, Chris Dimond, David Larkin, Don Etheridge, and Bob Wostmann.

Also present were the following: Carl Uchtyl – Port Director, Matt Creswell – Harbormaster, Teena Larson – Administrative Officer, and Tiara Ward – CBJ Finance Accountant

III. Approval of Agenda

THE AGENDA WAS APPROVED AS PRESENTED.

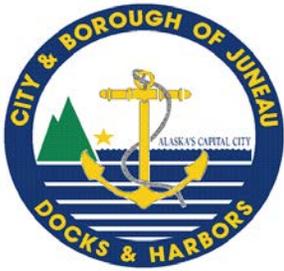
IV. Participation on Non-Agenda Items - None

V. Approval of October 15th, 2020 Finance Sub-Committee Minutes – Hearing no objection the minutes of October 15th, 2020 are approved as presented.

VI. Items for Information/Discussion

1. Estimated Statter Harbor expenses related to charter vessel operations

Mr. Uchtyl said he was asked from this Committee to separate costs attributable to the charter operations at Statter Harbor. What does it cost our staff through time and resources to support the charter operations at Statter Harbor? This is a difficult task because none of the user groups believe they are a burden on the operating costs. On page 15 in the packet is a memo that show costs attributable to Statter Harbor For-Hire Charter operations. In paragraph two, he estimates 75% of all Harbor operations at Statter Harbor are for the Statter Harbor facility which is \$1.3M of the annual operating costs or roughly \$100K/month. Broken down further, he estimated 1/3 of the \$1.3M is directly for charter operations for efforts to maintain Statter Harbor which results in a reasonable amount of \$150K. Mr. Uchtyl said the other way he looked at the costs associated with charter operations was to assume one Harbor Officer and one Harbor Technician are fully engaged with charter operations seven days a week from early morning to 8pm in the evening, the administrative portion is approximately a quarter of the seasonal time spent permitting, and monthly passenger billing. The port-a-potties are primarily at Statter Harbor for the charter operations which is five at \$855.50 per month. He assumed 75% of the restroom supplies and water/waste water is used directly on the charter operations. For the refuse disposal he estimated 25% of the total cost is for the charter operations.



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The sweeping and striping of the bus lot is a lump sum with 100% associated with the charter operations. Adding all of these costs together are \$133K which is in line with the \$150K estimated in paragraph two of the memo.

Mr. Wostmann asked if the Harbor Officer, Harbor Technician, and the Administrative costs include benefits?

Mr. Uchytel said they include benefit costs.

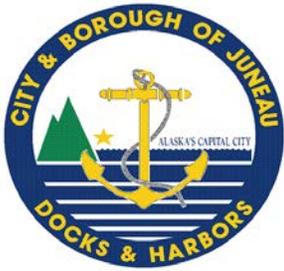
Mr. Wostmann said there are two components to the fees associated with the charter operations. One being the direct costs that were identified in the memo and either using the \$150K or the \$133K, and the other being the capital costs for the facility that is being built for the charter operations. He said he has been doing some calculations to determine a depreciation cost and he estimates \$270K annually which may not be a good number right now because he used the standard straight line depreciation and it may not be calculated this way. There was previous discussion about reimbursement from the charter operators for about half of the capital costs which is around \$137K. These are estimated numbers to have something to work with and think about. He said taking the \$137K and adding the \$150K it comes to a little under \$300K annually. Currently, the inspected vessels paid in fees \$225K. Using these numbers, there could be an approximate fee increase of 30% to get to the \$300K from the \$225K. If this approach seems reasonable, staff would need to work with CBJ Finance to figure out how they do the depreciation to get an accurate number. The 30% increase could possibly be carried out over a few years.

Mr. Etheridge asked if the numbers used for replacement is for the full cost of the Statter Harbor For-Hire facility or just the 25% that Harbors has to provide?

Mr. Wostmann said that is the full cost of the project. This would be paying off the full investment of the facility so the funds can be set aside to replace the facility 50 years from now. He put these numbers together to get a general scope of what the Committee wanted to do. Another calculation he was working with was the estimated 80,000 passenger that go on whale watching tours at \$150 per person he estimates the charter operators receiving revenue of \$12M. The \$300K contribution from the fleet as a whole seems like a reasonable cost. Providing this vastly improved facility, the charter operators should predict there would be an increase in fees.

Mr. Larkin asked if the charter operators asked for the new facility or is this something Docks & Harbors decided to do?

Mr. Uchytel said it is a little bit of both. Statter Harbor is the highest requested facility. Staff knows the demand exceeds capacity and the charter operators has brought up that



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they need a place to tie up every night. The charter operators have indicated they are a value to the community and they provide some of the economic engine of tourism. The charter operators has requested additional facilities and staff has seen how packed Statter Harbor can be. Staff looks at this as a win/win because it provides a place for the charter operators but it also relieves the stress for others to use Statter Harbor.

Mr. Larkin said the raising of the fees will be a little easier knowing this facility was built from their request.

Mr. Wostmann said he was a charter operator and he avoided Statter Harbor whenever he could to avoid the congestion during the summer. He said his perspective of this facility is that it is going to be a huge improvement.

Mr. Etheridge said when he was a charter operator he would never go to Statter Harbor due to congestion. If there was not space of the IVF downtown they would anchor out and lighter back and forth with skiffs.

Mr. Becker said this will be a great benefit for the charter operators. He asked what the estimate for adjustment was going to be and how the phasing in over a few years would work?

Mr. Wostmann said his rough numbers were estimated off the entire investment of \$14.7M and over a 50 year amortization so the amount that will be going toward that in a given year is about 2%. If the idea is to just pay back the City's portion, they would probably want to be reimbursed a whole lot sooner. The phasing over a few years idea would be to do increments of 10% over a few years.

Public Comment –

Brent Bitterman, Alaska Luxury Tours

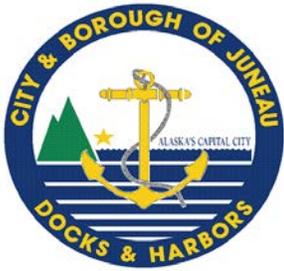
Mr. Bitterman asked if this project is paid for by cruise ship head tax money?

Mr. Uchytel said three quarters of the funding for this project is from head tax and one quarter from local sources.

Mr. Bitterman said the reason he believes this is important is when you talk about raising fees. He said regarding the idea of the facility being paid for by the charter industry because it would not need to be built if it was not for the charter industry being there, it is already being paid for by the cruise lines so it seems like it is double dipping from his perspective. To pass along a rate increase does not seem fair in his estimation.

Kirby Day, Juneau, AK

Mr. Day said he was making sure there would be no increase in calendar year 2021.



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Mr. Wostmann said that is correct and this would not take effect until 2022.

Mr. Day said as operators, we all want to keep our costs down especially given the uncertainty of where we are today. It is important to remember that if we did not do this project that was three quarters of the way funded by passenger head tax, in all likelihood, the City would have had to cap this business and limit the capacity because we were out of room and out of residential patience. This project does benefit the charter operators, the cruise industry, the passengers, and the residents. He said in general, most operators do not want their costs to increase right now but it may be a good idea to sit down with the operators after the first of the year and talk through thoughts and ideas on how to have a fee increase over the next five years. Given the uncertainty that may creep into 2022, maybe have a gradual increase for that year and a normal increase in the following years. He is not speaking for the operators. This comes out of their bottom line and in turn needs to charge the guest as well. He asked if it was the intent to make up this increase based off the per passenger or also on the moorage, or both?

Mr. Wostmann said what the increase is based off is undecided. He agrees that the charter operators need to be involved in the discussion and could be over the next six to nine months. Ultimately, the Committee is looking for a fee structure to have in place in 2022 but if there still is not a full season we would undoubtedly not raise the fees or raise them a lot less. In correcting his earlier statement, only 1% of the value would be depreciated because we are looking at half the value. There are multiple ways to approach this reimbursement or even if that is something the Committee wants to do.

Mr. Etheridge said there will be several meeting if there is a proposed fee increase and a lot of opportunity for public comment.

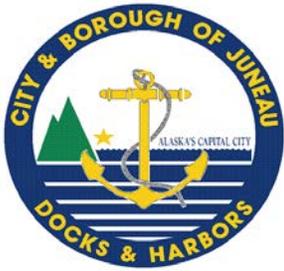
Mr. Wostmann asked about Mr. Uchytel's memo dated October 15th. In the last sentence in paragraph one which says, "We have sufficient Harbors Enterprise match for Phase III(A) and III(C)", but what about III (B)?

Mr. Uchytel said that is an error, it should say Phase III(A) and III(B). Harbors does not have enough funds for Phase III(C).

Mr. Wostmann asked why the uninspected vessels will not be operating in the new facility?

Mr. Uchytel said this is an attempt to maximize or manage the new facility as best as possible.

2. CY22 Statter Harbors For-Hire Fee Rate Discussion- This was discussed in the previous item.



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3. FY21 Docks and Harbors Budget Review

Mr. Uchytel said the Docks & Harbors revenue and expense projections was put together today for FY21. Looking at the Docks projections, staff is estimating \$785,628 in revenue and \$1,321,413 in expense and this will leave Docks with a deficit of \$535,785. At some point staff will need to go forward to the Assembly and ask for fund balance money to cover the deficit. Mr. Uchytel said looking at the Harbors projections, staff is estimating \$4,393,680 in revenue and \$3,979,833 in expense this will leave \$413,847 up in revenue at the end of FY21.

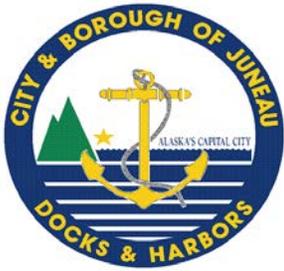
4. FY22 Budget Process Calendar

Mr. Uchytel said this is the first year the Finance Department provided this calendar and he wanted to share this with the Board. He pointed out important dates for the Board. By Charter, the date the Assembly is required to approve the budget is June 15th. The process is broken down into three waves with Docks & Harbors in wave 3. The MPF requests are due January 4th, December 7th is the first round of training for the budget process and provide the spreadsheets to be completed by the Department. On January 25th is when the spreadsheets are due to finance with the updates for this current fiscal year FY21 and make changes to the next fiscal year FY22. Once the Finance Department has the budget updates they will add their portion of the budget numbers, such as debt service, interest, and make other appropriate adjustments. The City Manager will schedule a presentation from Docks & Harbors to address Assembly concerns with our budget. This date is typically in March or April and then all the budgets are approved at the June 15th deadline. He said Tiara Ward is our Finance Accountant who is also on this zoom meeting if you have any questions.

Ms. Ward said this is a new schedule for the Finance Department as well due to our new budget analyst. The plan is to have the budget completed earlier so as to not be scrambling at the last minute City-wide.

Mr. Wostmann said he would like to focus on the dates from December 7th to January 25th. December 7th is the date staff receives the working spreadsheets to update and January 25th is when they need to be submitted to Finance. During this time there will need to be a Finance Sub-Committee meeting, an Operations meeting, and a Board meeting in order to approve the budget numbers for submission.

Mr. Uchytel said if we did not complete all the meetings before the January 25th deadline it would be okay. We have an Operations meeting on January 20th and the Full Board on January 28th. He is sure the Finance Department would accept the working draft that we could have approved at the January 28th Board meeting.



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Ms. Ward said if the Board needed a little more time that would be appropriate. The goal is to have most of a budget ready so the Manager's office can look at all the needs and set the MPF and CIP schedules. She believes the January 28th date would be fine.

Mr. Wostmann asked when staff would have a preliminary review of the budget with the Finance Sub-Committee?

Mr. Uchytel said the 20th of January is the Operations Committee meeting and recommended having a Finance Sub-Committee review anywhere between the 6th and the 14th of January.

Mr. Wostmann asked Mr. Uchytel to send out a doodle poll for the dates between January 6th and the 14th.

Mr. Uchytel asked what level the Committee wants to see the budget. The Assembly approves a very high level biennial review.

Mr. Wostmann said the Sub-Committee should get into the weeds that leads up to the total budget which he believes is the duties of the Finance Sub-Committee. In part so when this goes to the Operations and the Full Board there is not a need for the Board as a whole to dig into the detail items again. He wants to review all the detail line items and believes this could be a two part process. Staff could send out the draft budget to the Finance Sub-Committee members to have a little time to review it before the meeting date.

Mr. Uchytel said he will send out a doodle poll for the January 6th to the 14th time period.

5. Graphic ideas to communicate to the Docks & Harbors Board

Mr. Uchytel said he had a discussion with Mr. Wostmann, Mr. Etheridge and Mr. Ridgway about better way to communicate the financial health of Docks & Harbors on a periodic basis. He said he has nothing to present and is asking what the members would like to see with the budget numbers.

Mr. Becker said he would like to have a one on one to get caught up on budget numbers with Mr. Uchytel.

Mr. Wostmann said he wanted to pull some other reports that had some effective graphics but he was unable to find the time for that for this meeting but he would like this topic on the next agenda. If any other members have a finance report they would like to see to please send it to Mr. Uchytel.

VII. Next Meeting – January meeting TBD.

VIII. Adjournment – The Finance Sub-Committee Meeting adjourned at 6:15 pm.

05 CBJAC 10.040 Tour sales permits.

A tour sales permit authorizes the solicitation and sale of tours and experiences.

- (a) Application process and permit award.
- (1) *How to apply.* No later than December 1, of each year, the port director will publicly announce an application period for tour sales permits. The notice will include a description of how to apply for a permit, the number and type of permits available, and the process that will be used to award the permits. Persons must apply on an application form provided by the port director and must include all required information and attachments.
 - (2) *Application review.* The port director will review each application to determine if it is complete. The port director will reject incomplete applications. The port director will review complete applications to determine if the applicant meets the permit eligibility requirements set out in 05 CBJAC 10.030(f).
 - (3) *How the permits are awarded.* The port director will manage and award the permits by public outcry auction. The minimum bid for a permit is \$30,000.00. Applicants meeting the permit eligibility requirements set out in 05 CBJAC 10.030(f) will be allowed to bid on a permit provided the applicant posts a \$30,000.00 bid bond payable to CBJ. The applicant must agree to forfeit the bid bond in the event the applicant does not honor a winning bid on a permit.
- (b) *Permit requirements.* The port director may issue permits and require permit holders to comply with stipulations as necessary to assure compliance with applicable requirements of this chapter and the Maritime Transportation Security Act of 2002. Permit holders shall also comply with the prohibitions set out in 05 CBJAC 10.020, the tour sales area rules set out in 05 CBJAC 10.040(c), and the general operating requirements set out in 05 CBJAC 10.070.
- (c) *Tour sales area rules.*
- (1) A permit holder shall only sell tours in a booth provided by the port director. The port director will provide booths at the Steamship Wharf Plaza, the Visitor's Center Lot, and the Columbia Lot sales areas. The port director reserves the right to relocate or close booths as required for public safety, security, or other good cause. The booths at each sales area will be assigned by lot. In order to assure equitable exposure for each permit holder, the port director will cause the permit holders to shift one booth on each day of operation. A permit holder shall only occupy the booth assigned by the port director.
 - (2) A permit holder shall not have more than one representative selling tours at a booth, except when training new employees and then for no longer than is necessary to adequately train the employee. A permit holder shall make its best effort to maintain a presence at its booths during all hours when cruise ship passengers are likely to purchase tours in a sales area. The permit holder shall provide the port director with a list of all individuals that will sell tours at its booths and, if requested, staff identification documentation, booth staffing schedules, and other documentation, as determined by the director necessary to demonstrate the permit holder complies with this requirement.
 - (3) The permit holder shall not sell, or permit to be sold, tours on any vouchers or receipts other than their own.
 - (4) The permit holder shall provide the port director with a list of all tours sold pursuant to its permit, including the name of the company providing the tour.

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- (5) The permit holder may display up to two large signs on a single booth provided the signs do not extend beyond the front profile of the booth. The permit holder may also display one-foot by one-foot signs for each tour the permit holder sells. These signs may not extend more than six inches beyond the front profile of the booth.
 - (6) The permit holder or its representatives shall not engage in hawking or disruptive behavior or interfere with the operations of other sales booths.

(01/19/98; Amended 5-2-2000, eff. 5-16-2000; Amended 1-7-2008, eff. 1-15-2008; Amended 2-7-2011, eff. 2-15-2011; Amended 4-1-2015, eff. 4-8-2015)

05 CBJAC 10.060 Loading permits.

No person shall operate, park, stand, or stop a commercial vehicle, or cause or direct the same, within the designated loading zones in the downtown waterfront area except as authorized by a permit issued hereunder. Vehicular use of designated loading zones for commercial purposes without a permit is a violation of CBJ 85.25.090(11).

(a) *Application process.*

- (1) Application forms for loading permits will be available at the harbor office between April 1 and October 15.
- (2) Applications must be made on the form provided by the department, and must be complete, including all required attachments. Any incomplete application will not be considered for a permit.

(b) *Permit requirements and conditions of operations.*

- (1) The port director is authorized to designate loading zones in the downtown waterfront area and establish rules to assure safety, security, and efficiency of operation.
- (2) The port director may issue loading zone permits and require permit holders to comply with stipulations as necessary to assure safety, security, and efficiency of operation. Permit holders shall also comply with the loading zone rules set out in 05 CBJAC 10.060(c) and the general operating requirements set out in 05 CBJAC 10.070.
- (3) An applicant for a loading zone permit must show that use of the permit will be limited to transportation of passengers and/or crew to or from cruise ships. If the applicant will be transporting passengers, the showing must consist of at least one of the following:
 - A. A tour sales permit in the applicant's name;
 - B. A contract for the sale of tours onboard a cruise ship;
 - C. A contract with a cruise ship for the transportation of passengers;
 - D. A contract for the sale of tours with a tour sales permit holder. An applicant may enter into a contract with one tour sales permit holder only; or
 - E. If the applicant sells tours without the aid of the cruise lines, a cruise ship, or a tour sales permit holder, the applicant must show that it will only transport persons who have purchased tours directly from the applicant, and the applicant shall, upon request, provide the port director with a daily manifest showing the names of passengers to be transported.

(c) *Loading zone rules.*

- (1) No signs are allowed in the loading zone.

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- (2) Loading zone permits shall be prominently displayed in the lower right corner of the front windshield of the vehicle, or as specified by the director.
 - (3) No person shall sell or solicit the sale of any goods or services in any loading zone.
 - (4) Goods and passengers shall be staged at loading zones so as to minimize vehicular standing time. No vehicle shall be present in a loading zone except as reasonably necessary for loading or unloading goods or passengers.
 - (5) The driver of a vehicle must remain in the driver's seat unless assisting in the loading or unloading of passengers or luggage in the immediate vicinity of the vehicle. No driver may leave a vehicle unattended in a loading zone for any period of time.
 - (6) "A" loading zones.
 - (A) Vehicles greater than 27 feet in overall length may be operated only in loading zones marked "A."
 - (B) Permittees using "A" loading zones shall submit a schedule of all cruise ships they will be meeting. For each meeting, permittees must use the "A" loading zone closest to the terminal or lightering dock designated on the schedule. Permittees may not depart from the schedule unless approval is obtained from the director at least 24 hours in advance. Approval shall be contingent upon the impact of changes upon other permittees, users of the park, and traffic conditions.
 - (7) "B" loading zones. Vehicles 27 feet or less in overall length may be operated only in loading zones marked "B."
 - (8) A vehicle without the appropriate permit may use a loading zone as necessary for a health or safety emergency. Such use shall be the minimum necessary to resolve the emergency.
- (d) *Limited loading permits.* A person may apply for a limited loading permit for designated vehicles to provide services in a designated loading zone to a cruise ship or cruise ship passengers for occasional or off-peak-hour use. Application must be made to the director no less than one business day in advance of use.
- (1) *Nonpassenger vehicles.* If the vehicle will be left standing in a loading zone for any amount of time, or if the driver will not remain with the vehicle for any period of time, the applicant must schedule that time with the director so as not to interfere with the efficient use of the loading zone by other permittees. The permittee must conduct all business efficiently so as to minimize any standing in the loading zone.
 - (2) *Passenger vehicles.* All requirements of subsection (c) of this section apply to vehicles providing passenger services to a cruise ship pursuant to a limited loading permit.
- (e) **Fees.**
- (1) The fee for a loading permit shall be established at least annually by the docks and harbors board.
 - (2) The fee for a limited loading permit shall be \$15.00 per vehicle for each permit day or \$250.00 per year, whichever is less.

(01/19/98; Amended 1-7-2008, eff. 1-15-2008; Amended 3-1-2021, eff. 3-10-2021)

05 CBJAC 15.030 Dockage charges.

- (a) *Definition.* The charge assessed to vessels for berthing at the Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float (IVF), the Port Field Office Float (PFO), and the Inside of the Cruise Ship Terminal (ICT).
- (b) *Basis for computing charges.* Dockage charges are assessed upon length-over-all (LOA) of the vessel. Length-over-all is defined as the linear distance, in feet, from the forward most part at the stem to the aftermost part of the stern of the vessel, measured parallel to the base line of the vessel.
- Length-over-all of the vessel, as published in "Lloyd's Register of Shipping" will be used and, when not published, the Port reserves the right to measure the vessel or obtain the length-over-all from the vessel's register.
- (c) *Dockage period; how calculated.* The period of time which dockage will be assessed shall commence when the vessel is made fast to an allocated berth or moored, or comes within a slip and shall continue until such vessel casts off and has vacated the position allocated. All time is counted and no deductions shall be allowed because of weather or other conditions, except when the Port Director provides for such allowance for good cause shown.
- (d) *Charges when a vessel shifts to different berth.* When a vessel is shifted directly from one position to another berth or slip, the total time at such berths or slips will be considered together when computing the dockage or charge.
- (e) *From May 1 to September 30, dockage for all vessels, except those vessels paying dockage fees set out in 05 CBJAC 15.030(f) and (h), will be assessed for each 24-hour period or portion thereof as follows:*
- (1) **\$1.50 per foot for vessels less than 65 feet** in length overall;
 - (2) **\$2.50 per foot for vessels with a length overall from 65 feet up to 200 feet;** and
 - (3) **\$3.00 per foot for vessels greater than or equal to 200 feet** in length overall.
- (f) From May 1 to September 30, fishing vessels will be assessed dockage at \$0.75 per foot of length overall for each 24-hour period or portion thereof, except there will be no charge to vessels staging to offload at Taku Dock, provided the duration of staging is less than four hours.
- (g) From October 1 to April 30, dockage will be assessed as set out in 05 CBJAC 20.030 and 05 CBJAC 20.040.
- (h) From May 1 to September 30, vessels loading passengers as part of a for-hire tour or experience with a duration less than 24 hours shall comply with the requirements set out in 05 CBJAC 20.080(c) and shall pay passenger-for-hire fees as set out in 05 CBJAC 20.080(d).
- (i) *Dockage specials.* The Docks and Harbors Board may after public hearing establish special and promotional rates of a temporary nature in order to encourage use of facilities, to respond to unusual economic circumstances, or to promote revenue development.

(Eff. 5-1-2005; Amended 12-11-2006, eff. 5-1-2007; Amended 5-18-2009, eff. 5-27-2009; Amended 3-15-2010, eff. 3-22-2010; Amended 5-15-2017, eff. 5-23-2017)

05 CBJAC 15.040 Port maintenance fee.

- (a) *Definition.* The charged assessed for use of the Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float, and the Marine Park Lightering Float to provide for maintenance, replacement, and improvement of these facilities.

- (b) *Applicability and basis for computing charges.* Port maintenance fees shall be assessed to any vessel over 100 gross tons, carrying passengers-for-hire that makes voyages lasting more than 24 hours of which any part is on the high seas when such vessels tie to, or lighter to, the Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float, and the Marine Park Lightering Float. Gross tonnage means the gross tonnage measurement of the vessel as set out in 46 U.S.C. Chapter 143 or Chapter 145. The Port reserves the right to obtain the gross tonnage from the vessel's register. Except for lightering operations less than three hours in duration, the port maintenance fee shall be assessed based on the net registered tonnage of the vessel. For lightering operations less than three hours in duration, the port maintenance fee shall be assessed based on one-half of the net registered tonnage of the vessel. If the vessel subsequently moves from anchor to alongside a public dock, the port maintenance fee shall be assessed based on the net registered tonnage of the vessel.
- (c) *Port maintenance fee period; how calculated.* The period of time which the port maintenance fee will be assessed shall commence when the vessel is made fast to an allocated berth or moored, comes within a slip, or begins lightering operations and shall continue until such vessel casts off and has vacated the position allocated, or terminates lightering operations. All time is counted and no deductions are allowed because of weather or other conditions, except when the Port Director provides for such allowance for good cause shown.
- (d) *Charges when a vessel shifts to different berth.* When a vessel is shifted directly from one position to another berth or slip, or shifts lightering operations, the total time at such berths or slips, or lightering operation shall be combined when computing the port maintenance fee.
- (e) *Port maintenance fees assessment:*

Time Period	Charge
Each 24-hour period or portion thereof	\$0.055 for each net registered ton of vessel displacement

(Eff. 5-1-2005; Amended 3-5-2007, eff. 3-13-2007)

05 CBJAC 15.050 Potable water fee.

- (a) *Definition.* The charge assessed to vessels for taking on potable water through a metered connection at the Port.
- (b) *Basis for computing charges.* The charge shall be assessed based on water meter readings recorded by the Port staff.
- (c) *Potable water fees assessment:* The fee shall be 150 percent of the CBJ Water Utility Rate for the metered commercial customer class.

(Eff. 5-1-2005; Amended 9-17-2012, eff. 10-1-2012 ; Amended 3-30-2017, eff. 4-11-2017)

05 CBJAC 15.060 Vessel lightering fee.

- (a) *Definition.* The charge assessed to vessels for dropping-off or picking-up passengers at the Marine Park Lightering Float or the Intermediate Vessel Float.
- (b) *Applicability and basis for computing charges.* A vessel lightering fee shall be assessed to any vessel over 100 gross register tons, carrying more than 100 passengers-for-hire which makes voyages lasting more than 24 hours, of which any part is on the high seas when such vessels lighter passengers to the Intermediate Vessel Float or the Marine Park Lightering Float. Gross tonnage means the gross tonnage measurement of the

vessel under 46 U.S.C. Chapter 143 or Chapter 145. The Port reserves the right to obtain the gross tonnage from the vessel's register.

- (c) *Vessel lightering fee period.* The period of time which the vessel lightering fee shall be assessed shall commence when the first lightering tender is made fast to an allocated berth or moored, comes within a slip, and shall continue until the last lightering tender such vessel casts off and has vacated the position allocated, or terminates lightering operations. All time is counted and no deductions are allowed because of weather or other conditions, except when the Port Director provides for such allowance for good cause shown.
- (d) *Charges when a vessel shifts to different berth.* When a vessel is shifted directly from one position to another berth or slip, or shifts lightering operations, the total time at such berths or slips, or lightering operation shall be combined when computing the lightering fee.
- (e) *Vessel lightering fees assessment:*

Unit	Charge
Each 24-hour period or portion thereof.	\$600.00

(Eff. 5-1-2005)

05 CBJAC 15.070 Tour broker and vending permit fees.

- (a) *Definition.* The charge assessed for obtaining a tour broker or tour vendor permit as set out in CBJ Administrative Code Title 05, Chapter 10.
- (b) *Basis for charge.* Permits are issued to qualifying entities by means of a public bid in accordance with CBJ Administrative Code Title 05, Chapter 10. The public bid usually occurs each January.

(Eff. 5-1-2005)

05 CBJAC 15.080 Loading permit fees.

- (a) *Definition.* The charge assessed for obtaining a loading permit as set out in CBJ Administrative Code Title 05, Chapter 10.
- (b) *Basis for charge.* Permits are issued to qualifying entities pursuant to the regulations set out in CBJ Administrative Code Title 05, Chapter 10. Three classes of permits are issued, "A" permits, "B" permits, and limited loading permits. The "A" and/or "B" permits have two fee components. The first component is assessed to each company obtaining one or more "A" and/or "B" permits. The second component is assessed to each company based on the total number of passenger seats, excluding the vehicle driver's, that are permitted. All fees are assessed on a per calendar year basis.
- (c) *Loading permit fees assessment:*

Permit Type	Fee
"A" or "B" Permit	2017: \$300 per company plus \$7 per passenger seat 2018: \$350 per company plus \$8 per passenger seat 2019: \$400 per company plus \$9 per passenger seat Starting 2025: Adjust this fee every 5 years based on the CPI adjustment
Limited Loading Permit	\$15 per vehicle for each permit day; or \$250 per year, whichever is less.

(Eff. 5-1-2005; Amended 5-15-2017, eff. 5-23-2017)

05 CBJAC 15.090 Electricity fees.

- (a) *Definition.* The fee assessed for the use of electrical outlets at the Marine Park Lightering Float, the Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float and adjacent facilities under the administration of the Docks and Harbors Board.
- (b) Fees for electricity will be assessed in accordance with the fees and charges in effect at the time the electricity is consumed.

(Eff. 5-1-2005)

05 CBJAC 15.095 Other fees.

- (a) *Definition.* The fee assessed for the use of CBJ Docks and Harbors Department facilities that are not specifically identified in CBJ Administrative Code Title 05, Chapter 15.
- (b) *Basis for charges.* Fees will be established by the CBJ Docks and Harbors Board on a case-by-case basis.

(Eff. 5-1-2005)

05 CBJAC 15.100 Other CBJ fees billed by docks and harbors department.

- (a) *Marine passenger fee.* The CBJ Docks and Harbors Department assesses a marine passenger fee in accordance with CBJ Ordinance 69.20. The marine passenger fee is currently \$5.00 per arriving passenger. The fee is assessed to certain passenger vessels entering into any port within the City and Borough of Juneau. Fee proceeds are deposited into the general fund of the CBJ.
- (b) *Port development fee.*
 - (1) *Imposition.* Beginning on the effective date of Resolution Serial No. 2552, every vessel carrying passengers for compensation on port calls in the City and Borough and not otherwise exempted by subsection (A) of this section, shall pay in addition to any other fee or charge, a Port Development Fee of \$3.00 per arriving passenger per day for all vessels, except for the following:
 - (A) *Exemptions.* The Port Development Fee shall not apply to:
 - (i) vessels under 200 tons;
 - (ii) noncommercial vessels or vessels owned and operated by the state, the United States government, or a foreign government; and
 - (iii) vessels operated by federally recognized Indian tribes.

(Eff. 5-1-2005; Amended 5-13-2013, eff. 5-23-2013)

05 CBJAC 15.110 Boom truck usage fee.

- (a) *Definition.* The charge assessed for obtaining full boom truck services as provided by the CBJ Docks and Harbors Department.
- (b) *Basis for charge.* The charge assessed will be at the rate of \$120.00 per hour for the first hour, and \$60.00 per 30 minutes thereafter.

(Amended 3-5-2012, eff. 3-14-2012)

05 CBJAC 20.020 Special annual moorage fee for skiffs.

An owner with an open-hulled vessel 21 feet or less in length, excluding engines, may apply to the Harbormaster for moorage in the limited access areas of Aurora Harbor, Don D. Statter Harbor Facility, and Mike Pusich Douglas Harbor. The Harbormaster will assign moorage in these areas on a first-come, first-serve basis. If assigned moorage by the Harbormaster, all requirements pertaining to annual moorage apply, except the annual moorage fee that the owner shall pay. The annual moorage fee shall be **\$300.00 per calendar year** (January 1 through December 31).

(Amended 4-11-2005, eff. 4-19-2005; Amended 10-24-2005, eff. 11-1-2005; Amended 12-11-2006, eff. 7-1-2007; Amended 7-15-2013, eff. 7-23-2013 ; Amended 4-11-2016, eff. 4-26-2016)

05 CBJAC 20.030 Daily moorage fees.

- (a) *Definition.* The fee charged on a daily basis to the owner of a vessel for berthing the vessel at the Douglas Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, Norway Point Float, National Guard Float, Fisherman's Terminal, Statter Boat Harbor, and moorage appurtenant to any of these facilities.
- (b) *Payment deadline.* The owner of a vessel must register with the docks and harbors department as soon as possible after arriving in the harbor system. The owner shall pay the daily moorage fees for the expected stay when registering.
- (c) *Daily moorage period.* The period of time for which daily moorage will be assessed shall commence when the vessel is made fast to an allocated berth, is moored, or comes within a slip, and shall continue until such vessel casts off and has vacated the position allocated. All time is counted and no deductions are allowed because of weather or other conditions. The Harbormaster may establish check-in and check-out times to administer the daily moorage period.
- (d) *Daily moorage fees.* Except as provided for reserved daily moorage, daily moorage fees will be assessed for each 24-hour period or portion thereof as follows:
 - (1) From July 1, 2013 through June 30, 2014, **\$0.53 per foot**; and
 - (2) Each moorage year after June 30, 2013, a **fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index** as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest cent, unless the docks and harbors board takes action to keep the fee the same as the previous year.

(Amended 4-11-2005, eff. 4-19-2005; Amended 12-5-2005, eff. 12-12-2005; Amended 3-5-2007, eff. 3-13-2007; Amended 12-11-2006, eff. 7-1-2007; Amended 4-7-2008, eff. 4-15-2008; Amended 7-15-2013, eff. 7-23-2013)

05 CBJAC 20.035 Monthly moorage fees.

- (a) *Applicability.*
 - (1) *Downtown harbors.* The fee charged to the owner of a vessel for berthing the vessel at the Douglas Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, Norway Point Float, National Guard Float, Fisherman's Terminal, and moorage appurtenant to any of these facilities, on a monthly basis.
 - (2) *Statter Harbor.* The fee charged to the owner of a vessel for berthing the vessel at the Statter Boat Harbor and moorage appurtenant to this facility, on a monthly basis.
- (b) *Monthly moorage time period.* Monthly moorage will be assessed on a calendar month basis.

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- (c) *Payment deadline.* Monthly moorage fees must be paid in advance before the first day of the calendar month for which the owner is obtaining moorage, unless the owner agrees to be billed on a recurring monthly basis and the department establishes an account for the owner. An owner that does not or cannot pay the monthly moorage fee will be assessed a daily moorage fee in accordance with these regulations.
 - (d) *Monthly moorage fee.* Monthly moorage fees will be assessed for each calendar month or portion thereof as follows:
 - (1) *Downtown harbors.* From July 1, 2016 to June 30, 2017: \$4.25 per foot.
 - (2) *Statter Harbor.* From July 1, 2016 to June 30, 2017: \$7.15 per foot.
 - (e) *Moorage fee adjustment.* Each moorage year, beginning July 1, 2017, the moorage rates at the Statter and Downtown Harbors will be adjusted by an amount equal to the change in the Downtown harbors moorage rate when adjusted by the Anchorage Consumer Price Index as reported by the Alaska Department of Labor for the calendar year preceding the moorage year, rounded to the nearest five cents, unless the Docks and Harbors Board takes action to keep the fee the same as the previous year.

(Added 6-13-2016, eff. 6-21-2016)

05 CBJAC 20.042 Monthly pre-paid discounts.

An owner that pays moorage in advance will receive the following discount moorage fee.

1. For the period of July 1 to June 30: Ten-percent discount.
2. For the period of July 1 to December 31: Five-percent discount.
3. For the period of January 1 to June 30: Five-percent discount.

(Added 12-11-2006, eff. 7-1-2007; Amended 6-13-2016, eff. 6-21-2016)

05 CBJAC 20.044 Active fishing vessel discount at Statter Harbor.

- (a) *Discount.* In lieu of the requirement to pay daily fees for use of Statter Harbor as set out in 05 CBJAC 25.060 and 05 CBJAC 25.070, the owner of a fishing vessel that pays annual fees as set out in 05 CBJAC 40.020 may, for up to 20 days in a calendar year, use Statter Harbor without paying daily fees, provided:
 - (1) The owner registers with Statter Harbor Office in advance or upon arrival at Statter Harbor;
 - (2) The owner does not owe past due fees to the Docks and Harbors Department;
 - (3) The owner provides the Harbormaster with proof of significant fish landings within the City and Borough of Juneau during each calendar month the owner uses Statter Harbor; and
 - (4) If the owner has reserved moorage, the owner informs the Docks and Harbors Department of the departure date from and estimated return date to their preferred stall.
- (b) *Exclusions.* This section does not relieve an owner from complying with other applicable requirements for use of Statter Harbor such as maximum time limits or the requirement to pay monthly fees during the winter moorage period.
- (c) *Reciprocation.* Fishing vessels maintaining reserved moorage in Statter Harbor will be allowed 20 days at the downtown harbors during the calendar year provided they comply with the stipulations above.

(Amended 7-11-2005, eff. 7-19-2005; Amended 6-5-2006, eff. 6-13-2006; Amended 1-4-2021, eff. 1-14-2021)

05 CBJAC 20.045 Fee for tenders.

- (a) *Definition.* The fee for tenders applies to cases where the owner of a vessel moors a tender in the water along with their primary vessel. Under this regulation, a tender is defined as an auxiliary vessel that is carried or towed by the primary vessel to allow access to, or escape from, the primary vessel. To qualify for this special fee, the owner of the tender and the owner of the vessel must be the same person. Tenders that are not assessed fees under this section shall be assessed fees under the applicable annual, daily, or monthly moorage fee section.
- (b) *Exclusion.* This regulation does not sanction the mooring of a tender alongside a primary vessel in a manner the Harbormaster judges to interfere with the operation of the harbor. Owners of large tenders must still obtain conditional approval of the Harbormaster before mooring a large tender in a stall along with their primary vessel.
- (c) *Moorage fee.* There is no moorage fee for a tender in cases where the primary vessel is shorter than the designated stall length, the owner pays moorage fees based on the designated stall length, and the tender can fit within the stall without causing the tender or primary vessel to protrude beyond the designated stall length. In all other cases, the owner of the tender shall pay fees as follows:
 - (1) Annual fee of \$150.00 per tender paid in advance;
 - (2) Monthly fee of \$50.00 per tender paid in advance; or
 - (3) Daily fee in accordance with Section [05 CBJAC 20.030] 30 of this regulation.

(Amended 4-11-2005, eff. 4-19-2005)

05 CBJAC 20.050 Residence surcharge.

- (a) *Definition.* A fee assessed to the owner of a vessel when the vessel is used by any person as a residence, dwelling, or abode for three or more calendar days in any calendar month, unless
 - (1) The owner pays daily moorage in accordance with 05 CBJAC 20.030 for all days in the calendar month during which the vessel is used for three or more days as a residence, dwelling, or abode; or
 - (2) The Harbormaster in writing authorizes the owner to use the vessel as a residence, dwelling, or abode for more than three calendar days in any calendar month, provided such authorization may be given only for short term, temporary use of the vessel as a residence, dwelling, or abode of not more than seven days in the calendar month for which the authorization is given.
- (b) *Residence surcharge period and duty to report.* The residence surcharge will be assessed on a calendar month basis. The owner of the vessel is responsible for paying the residence surcharge. The owner of the vessel is responsible for immediately notifying the Harbormaster when their vessel is being occupied and used, rented, or leased as a place of residence. Once a vessel is used as a residence, the Docks and Harbors Department will continue to assess the residence surcharge until the owner of the vessel gives written notice to the Harbormaster that the vessel is no longer used for a residence.
- (c) *Payment deadline.* The owner must pay the residence surcharge in advance before the first day of the calendar month for which the owner is planning to use the vessel as a residence. An owner that does not or cannot pay the residence will be assessed a daily moorage fee in accordance with Section [05 CBJAC 20.030] 30 of this regulation in addition to any annual or monthly moorage that may have been paid.
- (d) *Residence surcharge.* The owner shall pay a residence surcharge of \$69.00 per calendar month, or portion thereof, for each vessel used as a residence. For a vessel with more than four residents, the owner shall pay an additional surcharge of \$23.00 per calendar month, or portion thereof, for each additional resident.

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(Amended 4-11-2005, eff. 4-19-2005; Amended 4-7-2008, eff. 4-15-2008; Amended 3-15-2010, eff. 3-22-2010)

05 CBJAC 20.060 Recreational boat launch fees.

- (a) *Launch ramp permit required.* A boat trailer owner or vehicle owner (when launching vessels without a trailer) will obtain any and all necessary launch ramp permits for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch to launch and recover recreational vessels. Use of the Kayak Launch Ramp at Amalga Harbor is free and does not require a launch ramp permit.
- (b) *Assessment of launch ramp permit fees.* Launch ramp permit fees will be assessed as provided in section (h) of this regulation.
- (c) *Payment of launch ramp permit fees.* An owner may pay the annual launch ramp permit fee at any time during the calendar year. The owner must pay the daily launch ramp fees in advance of use.
- (d) *Application requirements for all launch ramp permits.* An applicant can only purchase a launch ramp permit for trailer(s) or vehicle(s) the applicant owns. Each application for an annual launch ramp permit or supplemental launch ramp permit as provided in these regulations, must affirm the owner's home address by providing a valid driver's license and showing the address on the valid driver's license matches the address indicated on the trailer registration or vehicle registration. Trailers or vehicles with jointly registered owners require the same verification of driver's license address and vehicle or trailer registration address.
- (e) *Permit decal.* Each trailer plate number or vehicle plate number shall be displayed with an indelible marker on the permit decal.
- (f) *Additional launch ramp permits for owners of multiple trailers.*
 - (1) An applicant for a single annual launch ramp permit may obtain up to two supplemental annual launch ramp permits. Administrative fees apply to any and all requested supplemental launch ramp permits.
 - (2) If an applicant seeks to register a fourth trailer, the applicant must purchase an annual launch ramp permit. In purchasing this fourth annual launch ramp permit, the applicant may obtain up to two supplemental annual launch ramp permits. Administrative fees apply to any and all of these requested supplemental launch ramp permits.
 - (3) If an applicant needs additional launch ramp permits beyond the number outlined in (f)(1) and (f)(2) of this section, the applicant must purchase an annual launch ramp permit(s) for each additional trailer.
 - (4) Trailers titled by a business, corporation, partnership, or other legally binding relationship are not entitled to multiple trailer permits under this section.
- (g) *Launch ramp permits for vehicular use of launch ramps by non-trailer vessels.*
 - (1) Vessels (including, but not limited to, kayaks, skiffs, canoes, rowboats, paddleboards, sailboats, inflatables and water toys) launched at facilities as outlined in section (a) of this regulation, to include the adjacent parking lots, are required to purchase a launch ramp permit.
 - (2) The launch ramp permit shall be conspicuously adhered to the vehicle in use at the facility.
 - (3) Individual vehicle owners will be provided the opportunity to obtain multiple additional launch ramp permits as provided in section (f) of this regulation. Administrative fees apply for all additional launch ramp permits.
 - (4) There are no additional fees for vehicles using the facilities noted in section (a) of this regulation which are not engaged in launching or recovering vessels.

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- (h) *Recreational launch ramp permit fees.* Recreational launch ramp permit fees, including administrative fees, will be assessed as follows:

Annual (January 1—December 31): **\$90.00**

Daily: **\$15.00**

Administrative fee for additional permit(s) or lost decal(s): \$5.00 each

(Amended 7-15-2013, eff. 7-23-2013 ; Amended 11-10-2015, eff. 11-17-2015)

05 CBJAC 20.070 Fees for commercial use of boat launches.

- (a) *Definition.* The fees assessed to an owner for using a Douglas Harbor Boat Launch, the Harris Harbor Boat Launch, the North Douglas Boat Launch, a Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, the Auke Bay Loading Facility, and the Echo Cove Boat Launch for any type of commercial use.

- (b) *Fee.* A commercial user of the launch ramps must pay a fee prior to using a launch ramp as follows:

Daily fee: \$30.00

Annual fee (January 1—December 31): \$250.00 per trailer

- (c) *Freight use fee.* In addition to other fees set out in 05 CBJAC 20, a person using a launch ramp for freight use must pay the fees set out in this subsection. Freight use means the use of a launch ramp for any purpose other than launching and recovering a recreational vessel. The commercial use fee will be as follows:

Commercial Use Fee:

\$60.00 for the first hour; and

\$30.00 for each additional hour

- (d) *Freight staging fee.* A person staging freight shall pay a fee of **\$25.00 per 24-hour period per 1,000 square** feet of staging area space or portion thereof used, except when the staging operation is less than four hours in duration.

- (e) *Special fee for launch ramp tour activities.* Persons using the launch ramps for tour activities are subject to additional fees established through the permit program established in 05 CBJAC 01.

(Amended 4-11-2005, eff. 4-19-2005; Amended 1-9-2006, eff. 1-17-2006; Amended 3-5-2007, eff. 3-13-2007; Amended 12-14-2009, eff. 12-22-2009; Amended 7-15-2013, eff. 7-23-2013 ; Amended 8-10-2015, eff. 8-18-2015 ; Amended 11-10-2015, eff. 11-17-2015 ; Amended 7-31-2017, eff. 8-8-2017)

05 CBJAC 20.080 Passenger-for-hire fee.

- (a) *Definition.* The fee assessed to a person conducting passenger-for-hire activities at Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp.

- (b) *Relationship to other fees.* This fee applies in addition to other fees set out in 05 CBJAC 020, except as follows:

- (1) A person paying moorage fees for reservations moorage at Statter Harbor as set out in 05 CBJAC 25.040 shall not be required to pay this fee;

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- (2) A person paying freight use fees as set out in 05 CBJAC 20.070 shall not be required to pay this fee if the passengers are loaded at a launch ramp;
 - (3) A person conducting passenger-for-hire activities at the Douglas Boat Harbor Launch Ramps, North Douglas Launch Ramp, Amalga Harbor Launch Ramp, Tee Harbor Launch Ramp, and Echo Cove Launch Ramp are assessed fees as set out 05 CBJAC 01 in lieu of this fee; and
 - (4) A person conducting passenger-for-hire activities at the Intermediate Vessel Float or the Marine Park Lightering Float are assessed moorage fees as set out in 05 CBJAC 15 in lieu of this fee.
- (c) *Requirements.* The owner of a vessel must apply to and obtain a permit from the Harbormaster in order to conduct passenger-for-hire activities at Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp. Applications are available at any of the Docks and Harbor Department Offices. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and the payment of fees.
- (d) *Inspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is regulated under Subchapter T and S of 40 CFR 33 as follows:
- (1) Calendar year 2015 permit: \$300.00 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: \$400.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. **Calendar year 2017 permit: \$500.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.**
 - (2) Each calendar year after 2017, a fee equal to the previous year's fee **adjusted by the Anchorage Consumer Price Index (CPI)** as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.
- (e) *Uninspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is not regulated under Subchapter T and S of 40 CFR 33 (OUPV - operator of uninspected passenger vessels) as follows:
- (1) Calendar year 2015 permit: \$50.00 per vessel plus \$1.00 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: \$100.00 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. **Calendar year 2017 permit: \$150.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.**
 - (2) Each calendar year after 2017, a fee equal to the previous year's fee **adjusted by the Anchorage Consumer Price Index (CPI)** as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

(Amended 4-11-2005, eff. 4-19-2005; Amended 12-5-2005, eff. 12-12-2005; Amended 4-24-2006, eff. 5-2-2006; Amended 7-15-2013, eff. 7-23-2013 ; Amended 4-1-2015, eff. 4-8-2015)

05 CBJAC 20.090 Statter Boat Harbor Lower Parking Lot permit fee.

- (a) *Definition.* The fee assessed to the owner of a vehicle for picking-up and discharging passengers for passenger-for-hire activities at the Statter Harbor Lower Parking Lot.
- (b) *Requirements.* The owner of a vehicle using the Statter Harbor Lower Parking Lot to pick-up and discharge passengers for passenger-for-hire activities must apply to and obtain a permit from the Harbormaster. Applications are available at any of the Docks and Harbor Department Offices. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and payment of fees.
- (c) *Fees.* The Harbormaster shall assess permit fees to the owner of a vehicle using the Statter Boat Harbor Lower Parking Lot to pick-up and discharge passengers for passengers-for-hire activities as follows:
 - (1) Calendar year permit: \$300.00 per company plus \$15.00 per passenger seat; or
 - (2) Once per week permit: \$25.00 per vehicle per calendar day for companies that use the lot to drop-off passengers for passenger-for-hire activities no more than once per week; or
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

(Amended 4-11-2005, eff. 4-19-2005; Amended 4-24-2006, eff. 5-2-2006; Amended 7-15-2013, eff. 7-23-2013)

05 CBJAC 20.100 Grid usage fees.

- (a) *Definition.* The fees assessed to an owner for using the Harris Harbor Grid.
- (b) *Grid usage period and requirements.* The period for grid usage is a 24-hour period, or portion thereof. The grid fee is based on the silhouette length of the vessel. All grid usage fees must be paid in advance. Owners of vessels may reserve use of the grid. Payment of grid usage fees is required to obtain a reservation. The Harbormaster will require the owner of a vessel to post a bond or other guaranty before using the grid when the Harbormaster believes such security is necessary.
- (c) *Refunds.* CBJ will refund grid fees for unused grid usage periods if the owner notifies the Harbormaster at least 24 hours before the start of the reservation period.
- (d) *Grid usage fees.* Grid usage fees shall be assessed as follows:

\$ per foot per day	\$1.00
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(Amended 4-11-2005, eff. 4-19-2005; Amended 7-15-2013, eff. 7-23-2013 ; Amended 3-30-2017, eff. 4-11-2017)

05 CBJAC 20.110 Crane use fees.

- (a) *Definition.* The fees assessed to a person for using a hydraulic crane at one of the CBJ Docks and Harbor Department facilities.
- (b) *Crane use requirements.* A person must obtain approval from the Harbormaster before using a hydraulic crane. Crane use fees must be paid in advance. A person may reserve use of the crane. Payment of the crane use fee is required to obtain a reservation. The Harbormaster will require a person using the crane to post a bond or other guaranty before using a crane when the Harbormaster believes such security is necessary.
- (c) *Crane use fees.* Crane use fees will be assessed at the rate of \$5.00 per each 15 minutes of use.

(Amended 4-11-2005, eff. 4-19-2005; Amended 9-21-2009, eff. 9-30-2009; Amended 8-10-2015, eff. 8-18-2015)

05 CBJAC 20.130 Storage fees.

- (a) A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is **\$0.50 per square foot per calendar month**, or portion thereof. A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month, or portion thereof. The Harbormaster is authorized to issue permits and develop written procedures to implement this section.
- (b) Vessel storage. When available, Docks and Harbors will allow vessels to be hauled out and temporarily stored at the Auke Bay Loading Facility. The following rates apply:
 - (1) May through September: \$1.00 per linear foot per day for up to five days.
 - (2) May through September: \$3.00 per linear foot per day after five days.
 - (3) October through April: \$8.00 per linear foot per calendar month.
 - (4) No storage fee will be assessed for the day the vessel is hauled out.
- (c) Boat stand rental. When a vessel is brought to available uplands for storage by an individual or contractor, Docks and Harbors shall assess one hour of prevailing labor rate for blocking and \$100.00 per calendar month for use of boat stands. The Harbormaster or their representative shall approve the blocking of all vessels.

(Amended 4-11-2005, eff. 4-19-2005; Amended 7-17-2009, eff. 7-24-2009; Amended 5-19-2010, eff. 5-31-2010; Amended 8-10-2015, eff. 8-18-2015)

05 CBJAC 20.140 Staff labor fees.

When required in the furtherance of duties set out in CBJ Ordinance Title 85, harbor regulations and rules, fees for services of Docks and Harbors Department staff will be assessed as follows:

- (1) \$75.00 per hour for each staff person with a one-hour minimum charge per staff person;
- (2) \$125.00 boat charge per hour, one-hour minimum, and increments each 30 minutes prorated; and
- (3) The actual cost of contracted services, supplies or materials plus a ten-percent mark-up.

(Amended 4-11-2005, eff. 4-19-2005; Amended 8-10-2015, eff. 8-18-2015)

05 CBJAC 20.150 Reserved moorage waitlist fee.

A person applying for placement on the reserved moorage waitlist shall pay an **initial sign-up fee of \$50.00** and an annual fee of \$10.00 payable by March 1 of each year that the person wishes to remain on the waitlist.

(Amended 4-11-2005, eff. 4-19-2005)

05 CBJAC 20.150 Reserved moorage waitlist fee.

A person applying for placement on the reserved moorage waitlist shall pay an initial sign-up fee of \$50.00 and an annual fee of \$10.00 payable by March 1 of each year that the person wishes to remain on the waitlist.

(Amended 4-11-2005, eff. 4-19-2005)

05 CBJAC 20.160 Parking lot fees.

- (1) From May 1 through September 30 each year, the fee to park in designated pay spaces at the parking lots for the Douglas Boat Harbor, Harris Boat Harbor, and Aurora Boat Basin is \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portion thereof, or \$75.00 per calendar month or portion thereof. The applicable fee must be paid in advance.
- (2) From May 1 through September 30 each year, the fee to park in designated pay spaces at Don D. Statter Harbor Facilities shall be \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portions thereof, or \$100.00 per calendar month or portion thereof. The number of monthly parking permits shall be managed and issued by the Port Director or representative. From October 1 through April 30, the off-season monthly fee shall be \$50.00 per calendar month or portion thereof. The applicable fee must be paid in advance.
- (3) From May 1 through September 30 each year, the fee to park in designated pay spaces in the Taku Lot (adjacent to the Intermediate Vessel Float) shall be \$2.00 per hour or portion thereof and limited to three hours per calendar day.
- (4) Auke Bay Loading Facility parking privileges shall be assessed at \$100.00 per calendar month as set forth in 05 CBJAC 45.050.

(Amended 4-11-2005, eff. 4-19-2005; Amended 5-18-2009, eff. 5-27-2009; Amended 8-10-2015, eff. 8-18-2015 ; Amended 4-11-2016, eff. 4-26-2016)

05 CBJ AC 20.170 Private boathouse surcharge.

- (a) *Definition.* The fee assessed to the owner of a private boathouse located on the property of CBJ for the use of CBJ tidelands.
- (b) *Basis for computing fee.* The fee shall be based on the product of the area occupied by the owner's boathouse, or portion of a boathouse, and fair market rent for unimproved tidelands.
- (c) *Payment deadline.* The fee is due in the same manner as annual moorage.
- (d) *Fair market rent.* The fair market rent used to compute the annual fee is \$0.13 per square foot.

(Amended 4-11-2005, eff. 4-19-2005)

05 CBJAC 20.175 Fee for delivery and sale of fuel at the Auke Bay Loading Facility.

- (a) *Definition.* Fee assessed on each gallon of fuel sold to a vessel using the Auke Bay Loading Facility for refueling a vessel.
- (b) A fee of \$0.05 per gallon of fuel will be assessed to all retailers selling fuel to a vessel at the Auke Bay Loading Facility.
- (c) *Retailers selling fuel shall register with the Harbormaster.* The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and the payment of fees.

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(Supp. No. 128)

(Added 12-14-2009, eff. 12-22-2009)

05 CBJAC 20.180 Other fees.

The Docks and Harbors Board will establish fees for use of CBJ Docks and Harbor Department facilities that are not specifically identified in CBJ Administrative Code Title 05 on a **case-by-case basis**.

(Amended 4-11-2005, eff. 4-19-2005)

05 CBJAC 20.190 Auke Bay Loading Facility—Drive Down Float Fee.

Auke Bay Loading Facility Drive Down Float shall be accessed at a fee of **\$5.00 per vehicle/truck occurrence**. Charges shall be assessed through an electronic key card issued by Docks and Harbors.

(Added 8-10-2015, eff. 8-18-2015)

05 CBJAC 20.200 Auke Bay Loading Facility—Key Card Issuance Fee.

Harbor users intending to utilize facilities requiring remote access shall purchase and register through a Harbor Office electronic key card/key fob for \$10.00.

(Added 8-10-2015, eff. 8-18-2015)

05 CBJAC 20.210 Auke Bay Loading Facility—Float Moorage.

The fee to use the Auke Bay Loading Facility Float shall be as follows:

- (1) No cost for the first two hours using the float.
- (2) **\$0.75 per linear foot per calendar day for using the float for more than two hours** and up to three calendar days.
- (3) **\$1.50 per linear foot per calendar day for using the float for more than three calendar days** and up to seven calendar days.
- (4) **\$3.00 per linear foot per calendar day for using the float for seven calendar days or more.**

(Added 8-10-2015, eff. 8-18-2015)

05 CBJAC 20.220 Auke Bay Loading Facility Float—Mechanical Work Zone.

The rate for the Docks and Harbors Auke Bay Loading Facility Float Mechanical Work Zone shall be as follows:

- (1) **\$0.75 per linear foot per calendar day for the first three days.**
- (2) **\$1.50 per linear foot per calendar day for days four through seven.**
- (3) **\$3.00 per linear foot per calendar day in excess of seven days.**

Chapter 30 SHOREPOWER ACCESS FEES

05 CBJAC 30.010 Shorepower access fees.

- (a) *Definition.* The charge assessed to the owner of a vessel for plugging into a shorepower connection that is under the administration of the Docks and Harbors Department. Sections (b), (e), (f), and (g) do not apply to shorepower connections that are under the administration of a private electrical utility.
- (b) *Basis for computing charges.* The Docks and Harbors Department assesses shorepower access fees based upon the type of connection accessed, the length of time a person accesses the connection, the season of the year, and whether a person uses a boat as a residence. Fees are assessed for five types of connections: 20 amp, 30 amp, 50 amp, 100 amp/208 volt, and 100 amp/480 volt. The Docks and Harbors Department assesses a daily fee for each calendar day, or portion thereof, that a person plugs into a shorepower connection. As an alternate to being assessed the daily fee, a person may elect to pay a monthly fee, good for a calendar month, or portion thereof. To qualify for the monthly fee, a person must pay the applicable fee in advance of the calendar month or arrange for automated monthly billings with the Docks and Harbors Department, if available.
- (c) *Duty to notify.* Prior to accessing any shorepower connection under the administration of the Docks and Harbors Department, a person must notify and obtain approval of the Docks and Harbors Department. The purpose of this requirement is to prevent the theft of electricity and to assure a safe connection.
- (d) *Connection requirement.* A person accessing a shorepower connection must use a cord comprised of UL listed components that is wired in accordance with the standards established by the American Boat and Yacht Council. Pre-manufactured cords, such as those made by Marinco and Hubbell, are compliant with this section. Homemade cords must be approved for use by the Docks and Harbors Department. The Docks and Harbors Department maintains a list of local cord suppliers who can provide cords and components that comply with this section. The Docks and Harbors Department reserves the right to disconnect a cord that does not comply with this section.
- (e) *Daily shorepower access fees.* Fees to access shorepower on a daily basis are as follows:

Connection Type	Fee
20 amp (120V, 1 phase)	\$6.00
30 amp (120V, 1 phase)	9.00
50 amp (208V, 1 phase)	25.00
50 amp (208V, 3 phase)	52.00
100 amp (208V, 3 phase)	86.00
100 amp (480V, 3 phase)	198.00

- (f) *Summer monthly shorepower access fees.* Fees to access shorepower on a monthly basis during the months of May, June, July, August, and September are as follows:

Connection Type	Liveaboard Fee	Non-Liveaboard Fee
20 and 30 amp	\$90.00	\$54.00
50 amp	180.00	108.00
100 amp/208 volt	420.00	252.00
100 amp/480 volt	990.00	588.00

(g) *Winter monthly shorepower access fees.* Fees to access shorepower on a monthly basis during the months of October, November, December, January, February, March, and April are as follows:

Connection Type	Liveaboard Fee	Non-Liveaboard Fee
20 amp	\$120.00	\$72.00
30 amp	162.00	96.00
50 amp	300.00	180.00
100 amp/208 volt	720.00	420.00
100 amp/480 volt	1,680.00	972.00

(h) *Emergency daily and monthly shorepower access fees.* During such times when the Alaska Electric Light and Power Company applies an emergency cost of power adjustment (ECOPA) due to a primary hydroelectric facility being offline, an access fee surcharge will be assessed in addition to the daily and monthly shorepower access fees set out in 05 CBJAC 30.030(e), (f) and (g). The surcharge will be based on the actual cost of the ECOPA as assessed by Alaska Electric Light and Power Company to the Docks and Harbors Department for shorepower service provided under the daily and monthly access fee. The Port Director shall strive to equitably distribute the actual costs of the ECOPA across all of the persons accessing shorepower during the time the ECOPA is applied and shall report the methodology used to assess the surcharge to the Docks and Harbors Board and the public as soon as practicable. The Port Director is authorized to retroactively assess the surcharge in order to apply the actual costs of the ECOPA.

(i) *Shorepower cost adjustment.* The shorepower access fees should be reviewed and adjusted annually.

(Amended 4-25-2005, eff. 5-3-2005; Amended 5-1-2008, eff. 5-2-2008; Amended 1-21-2009, eff. 1-22-2009; Amended 9-21-2009, eff. 9-30-2009; Amended 9-20-2010, eff. 9-28-2010; Amended 9-18-2017, eff. 9-26-2017)

05 CBJAC 40.010 General moorage management policy.

- (a) *Policy.* It is the policy of the City and Borough to favor the use of the small boat harbors by commercial fishermen, government vessels in trade and commerce, and pleasure craft, and by the general public at large. It is further the policy of the City and Borough to prevent and discourage the use of the small boat harbors by boats that have been abandoned by the owners to the point of becoming derelicts as defined in CBJ 85.05 or becoming a charge and nuisance to the City and Borough, the Port Director, and the general public, or boats that are unsafe, or not used, or not fit to be used, regularly for transportation on the water.
- (b) *Applicability and other regulations.* CBJ Administrative Code Title 05, Chapter 40 applies to the small boat harbors under the jurisdiction of the City and Borough of Juneau Docks and Harbors Board. These include the Douglas Small Boat Harbor, the National Guard Dock, Harris Boat Harbor, the Fisheries Terminal Float, Aurora Boat Basin, Statter Boat Harbor, and moorage facilities appurtenant thereto. Where the requirements of 05 CBJAC 40 differ from other small boat harbor regulations in CBJ Administrative Code Title 05, the regulation that is more specific or restrictive shall take precedence.
- (c) *Duty to comply with harbor ordinances and regulations.* As a condition of use, each harbor user shall comply with all applicable requirements of Title 85 of the City and Borough Code and CBJ Administrative Code Title 05.
- (d) *General moorage management.* CBJ Administrative Code Title 05, Chapter 40 does not restrict the Port Director's authority to require the owner or operator of any boat, vessel, or floating structure to change from one mooring space to another, in the interests of safety, order, convenience and health, or to move any boat, vessel, or floating structure that is unoccupied and in violation of City and Borough harbor ordinances and regulations. It is the policy of the Docks and Harbors Board to manage the small boat harbors by using all harbor space as effectively as possible.
- (e) *Duty to register.* Every owner, master, operating or managing agent of any vessel using the small boat harbors shall register on a form provided by the Harbormaster. The owner, master operating, or managing agent of a vessel that is not registered shall register as soon as practical after the vessel enters and moors in any of the small boat harbors.
- (f) *Vessel size restrictions.* The Harbormaster will determine the maximum and minimum length and breadth of a vessel that is allowed to moor in the small boat harbors based on the size of the slip or moorage space available to ensure the maximum use of space available taking into account safety, maneuvering, and other factors. Except when approved by the Harbormaster on a case-by-case basis, no vessel, or part thereof, may extend more than ten feet beyond a finger or have a silhouette length less than three feet shorter than a finger in any slip or mooring space with a finger from 20 to 80 feet in length. For a slip or mooring space with a finger less than 20 feet in length and for side-tie moorage, the Harbormaster will establish the maximum and minimum vessel length on a case-by-case basis.
- (g) *Vessel salvage and disposal.*
 - (1) Prior to obtaining a moorage assignment pursuant to 05 CBJAC 40.035, 050, 055, or 065, the owner of a vessel must
 - (i) provide the Harbormaster with proof of current marine insurance showing, at a minimum, the owner's name, information identifying the vessel, and the dates of insurance coverage; or
 - (ii) pay a non-refundable moorage surcharge \$0.25 per foot per month.
 - (2) The funds collected from the moorage surcharge under this regulation will be used to pay for the unrecoverable costs attributable to vessel salvage and disposal activities in the small boat harbors.

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- (3) This regulation does not relieve an owner from the responsibility to pay fees as set out in CBJ Ordinance Title 85 or regulations adopted thereunder, and does not constitute marine insurance.
- (h) *Moorage payments.* Except as noted in 05 CBJAC 20.020, the owner of a vessel may pay the daily or monthly moorage fee for moorage that is assigned by the Harbormaster as set out in 05 CBJAC 25, 35, and 40. If the owner fails to pay by the due date shown on an invoice for the moorage assignment, the Harbormaster shall forfeit the moorage assignment, notify the owner, and require the owner to move the vessel from the assigned moorage space within 72 hours of notice. If the owner does not move the vessel from the assigned space, the Harbormaster is authorized to move the vessel from the assigned space in accordance with CBJ Ordinance Title 85.

(Amended 9-12-2005, eff. 9-20-2005; Amended 9-11-2006, eff. 9-19-2006; Amended 12-11-2006, eff. 7-1-2007; Amended 7-15-2013, eff. 7-23-2013)

05 CBJAC 40.065 Vessel anchoring requirements.

- (a) *Purpose.* City and Borough tide and submerged lands are managed to allow limited anchoring opportunities while maximizing public use and enjoyment of that property, minimizing interference with navigation, and equitably managing uses.
- (b) *Applicability.* These regulations apply to all tide and submerged lands owned, leased, or managed by the City and Borough of Juneau. The term vessel in these regulations means all vessels, watercraft, logs, piling, building material, scow, houseboat, structures, and any other article of value. These regulations do not apply to City and Borough of Juneau vessels or vessels owned or operated by authorized agents of the City and Borough of Juneau.
- (c) *Anchoring requirements.*
- (1) A person may anchor a vessel for up to 24 hours without a permit. No person may anchor a vessel or raft to an anchored vessel in one location or within two miles of one location for more than 24 hours unless first having received a permit from the Port Director.
 - (2) A vessel anchored out shall use standard anchoring tackle as designed for the vessel and local conditions.
 - (3) A permanent mooring system is prohibited.
 - (4) No person shall anchor, permit their vessel to be anchored, or raft their vessel to an anchored vessel in a manner that unreasonably or unnecessarily:
 - (A) Constitutes a navigational hazard, or
 - (B) Interferes with another vessel.
 - (5) Anchoring is prohibited:
 - (A) Under or near the Juneau-Douglas bridge,
 - (B) In or adjacent to the entrance of the boat harbors,
 - (C) In or adjacent to a heavily traveled corridor, and
 - (D) Adjacent to the port.

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- (6) A vessel violating any of these regulations is deemed a public nuisance. In addition to other legal authorities, the Port Director may abate, dispose, or impound a vessel as provided by sections 85.25.120 and 85.25.180.
- (d) *Permits.* The owner, operator, master, or managing agent of a vessel must submit an application for an anchoring permit on a form provided by the Port Director.
- (1) *Short-term permit.* The Port Director may issue a short-term permit for a vessel anchoring out for 14 or fewer days in one location.
- (A) There shall not be a fee, no proof of insurance required, and no proof of an approved marine sanitation system for a short-term permit.
- (B) Upon expiration of the short-term permit, the vessel shall be moved more than two miles from the permitted short-term anchorage location. A vessel subject to a short-term permit is prohibited from receiving another short-term permit for the same geographical area, as determined by the Port Director, within 13 days of the expiration of the prior permit.
- (C) The Port Director may attach other reasonable terms and conditions as necessary to protect public health, safety, and welfare.
- (2) *Long-term permit.* The Port Director may issue a long-term permit for a vessel anchoring out for 14 to 90 days. No vessel may receive a long-term permit or a combination of permits for anchorage of more than 90 days in any 12-month period.
- (A) A \$100.00 non-refundable application fee is required to apply for a long-term permit. In addition, the daily fee for anchorage is \$0.25 per foot.
- (B) The vessel owner must demonstrate that they have enough insurance coverage for recovery of the vessel if it should sink, damage CBJ property, or discharge a hazardous material. A performance guaranty (damage deposit) in an amount determined by the Port Director is required if the Port Director finds the condition of the vessel and the contents on or associated with the vessel present a higher risk of loss or damage.
- (C) The vessel owner must show the vessel is equipped with an approved marine sanitation system pursuant to 05 CBJAC 45.010 and comply with the requirements, compliance, and inspections of 05 CBJAC 45.015.
- (D) The Port Director may attach other reasonable terms and conditions as necessary to protect public health, safety, and welfare.
- (3) *Permit refusal and revocation.* The Port Director may, in the Port Director's discretion, refuse to issue or revoke a permit and provide a written explanation. Such an explanation may be based on the following non-exclusive list of factors: Condition of the vessel; a vessel or the contents on or associated with the vessel are or are likely to become a hazard; when the anchorage would likely interfere with another vessel or a traffic corridor; when there is insufficient space for the vessel; when the anchorage would unreasonably risk public health, safety, or welfare; when anchorage is not in the public's best interest; or the failure to comply with any law related to the anchored vessel or use of Dock and Harbor property or facilities. The Port Director may also revoke a permit upon probable cause that a violation of these regulations occurred. Unless circumstances warrant immediate revocation, the Port Director shall provide reasonable notice of revocation. Upon revocation, the applicant shall be entitled to a pro rata refund of anchorage fees paid in advance, if any, less any other fees or charge the City and Borough of Juneau may have against the vessel, its owner, operator, master, or managing agent.

(Eff. 2-20-2018)

Account Codes

Code	Description	G/L Account	Balance	Category	Tax
C01	Cash Payments	5300101011205-4	Debit	Cash	None
C02	Checks	5300101011205-4	Debit	Cash	None
C03	Credit Card Payments Aurora	5300101011205-4	Debit	Cash	None
C04	Wire Transfers	5300101011205-4	Debit	Cash	None
C05	NSF Check	5300101011205-4	Debit	Cash	None
C06	Online Credit Card Payments	5300101011205-4	Debit	Cash	None
C07	Credit Card Payments Statter	5300101011205-4	Debit	Cash	None
H01	Annual DT Reserved Moorage(10% off)	5305101014300	Credit	Sales	Tax 1
H02	Annual DT Moorage- Non Reserved	5305101014300	Credit	Sales	Tax 1
H03	Monthly DT Reserved Moorage	5305101014300	Credit	Sales	Tax 1
H03M	Six Month DT Reserve Moorage(5%off)	5305101014300	Credit	Sales	Tax 1
H04	Statter Annual Moorage(10%off)	5305101014300	Credit	Sales	Tax 1
H05	Statter Annual NR Moorage	5305101014300	Credit	Sales	Tax 1
H06	Statter Harbor Reserved Moorage	5305101014300	Credit	Sales	Tax 1
H06M	Statter Six Month Reserved (5%off)	5305101014300	Credit	Sales	Tax 1
H07	ABLF drive down float usage	5305101014300	Credit	Sales	Tax 1
H08	ABLF Loading ramp usage	5305101014300	Credit	Sales	Tax 1
H09	ABLF Vessel Launch Staff Fee	5305101014300	Credit	Sales	Tax 1
H10	Downtown Daily Moorage	5305101014300	Credit	Sales	Tax 1
H100	ABLF Haul Out Staff Fee	5305101014300	Credit	Sales	Tax 1
H101	ABLF Vessel Launch Fee	5305101014300	Credit	Sales	Tax 1
H102	Storage Fee Discount	5305101014300	Credit	Sales	Tax 1
H103	To Collections/AR Adj	530010101-1205-2	Credit	Sales	None
H104	Sales Tax Reversal	2150101014215-1	Credit	Sales	None
H105	Daily Anchoring Fee	5305101014300	Credit	Sales	Both
H106	Statter/Harris Harbor Showers	5305101014300	Credit	Sales	Both
H11	Auke Bay-Daily Moorage	5305101014300	Credit	Sales	Tax 1
H12	Harbors Reservations Moorage <65'	5305101014300	Credit	Sales	Tax 1
H12S	Seadrome Winter Reservation Moorage	5305101014300	Credit	Sales	Tax 1
H13	Auke Bay Annual Moorage	5305101014300	Credit	Sales	Tax 1
H14	Auke Bay - Fishing Vessel Credit	5305101014300	Credit	Sales	Tax 1
H15	Downtown Monthly Moorage	5305101014300	Credit	Sales	Tax 1
H15M	Six Months Downtown Moorage(5%off)	5305101014300	Credit	Sales	Tax 1
H16	Auke Bay Monthly Moorage-Deposit	5305101014300	Credit	Sales	Tax 1
H17	Auke Bay Monthly Moorage-Lottery	5305101014300	Credit	Sales	Tax 1
H18	Auke Bay Monthly Moorage	5305101014300	Credit	Sales	Tax 1
H18M	Auke Bay Six Months Moorage(5%off)	5305101014300	Credit	Sales	Tax 1
H19	Tender Fee-Annual	5305101014300	Credit	Sales	Tax 1
H20	Tender Fee-Monthly	5305101014300	Credit	Sales	Tax 1
H21	Tender Fee-Daily	5305101014300	Credit	Sales	Tax 1
H21S	Seadrome Tender Fee Daily	5305101014300	Credit	Sales	Tax 1
H22	Residence Surcharge	5305101014300	Credit	Sales	Tax 1
H22A	Add'l Residence Surcharge	5305101014300	Credit	Sales	Tax 1
H23	Recreational Boat Launch-Annual	5305101014300	Credit	Sales	Tax 1
H230	Recreational Boat Launch/Add'l Annu	5305101014300	Credit	Sales	Tax 1
H24	Recreational Boat Launch-Daily	5305101014300	Credit	Sales	Tax 1

Account Codes

Code	Description	G/L Account	Balance	Category	Tax
H25	Commercial Boat Launch-Annual	5305101014300	Credit	Sales	Tax 1
H25C	Commercial Boat Launch - Daily	5305101014300	Credit	Sales	Tax 1
H26	Commercial Freight-1st 30minutes	5305101014300	Credit	Sales	Tax 1
H27	Commercial Freight->30minutes	5305101014300	Credit	Sales	Tax 1
H28	Personal Freight	5305101014300	Credit	Sales	Tax 1
H29	Freight Staging	5305101014300	Credit	Sales	Tax 1
H30	Launch Ramp Tour Permit Fee	5305101014300	Credit	Sales	Tax 1
H31	Inspected Vessel-Annual Vessel Fee	5305101014300	Credit	Sales	Tax 1
H32	Inspected Vessel-Daily Pass Fee	5305101014300	Credit	Sales	Tax 1
H33	ABLF Boat Stand Rental Monthly	5305101014300	Credit	Sales	Tax 1
H34	Uninspected Vessel Fee OUPV	5305101014300	Credit	Sales	Tax 1
H35	Uninspected Vessel Pass Fee	5305101014300	Credit	Sales	Tax 1
H36	Power Washing	5305101014300	Credit	Sales	Tax 1
H37	Statter Bus Parking-Company Fee	5305101014300	Credit	Sales	Tax 1
H38	Statter Bus Parking-Seat Fee	5305101014300	Credit	Sales	Tax 1
H39	Statter Bus Parking-Daily OffPeak	5305101014300	Credit	Sales	Tax 1
H40	Statter Bus Parking-Annual OffPeak	5305101014300	Credit	Sales	Tax 1
H41	Statter Car Parking-Daily	5305101014300	Credit	Sales	Tax 1
H42	Statter Car Parking-Monthly	5305101014300	Credit	Sales	Tax 1
H43	Private Boathouse Surcharge	5305101014300	Credit	Sales	Tax 1
H44	Grid Fee	5305101014300	Credit	Sales	Tax 1
H45	Crane Fee	5305101014300	Credit	Sales	Tax 1
H46	Crane Fee-2nd 30 minutes	5305101014300	Credit	Sales	Tax 1
H47	Crane Fee-Additional Hours	5305101014300	Credit	Sales	Tax 1
H48	Key Card Charge	5305101014300	Credit	Sales	Tax 1
H49	Pump Use Fee-Minimum Charge	5305101014300	Credit	Sales	Tax 1
H50	Pump Use Fee-Beyond 2 hours	5305101014300	Credit	Sales	Tax 1
H51	Storage Fee	5305101014300	Credit	Sales	Tax 1
H52	Staff Labor Fee	5305101014300	Credit	Sales	Tax 1
H53	Vessel Towing Fee-Staff Labor	5305101014300	Credit	Sales	Tax 1
H54	Vessel Towing Fee-Vessel Fee	5305101014300	Credit	Sales	Tax 1
H55	Vessel Towing Fee-Actual Expenses	5305101014300	Credit	Sales	Tax 1
H56	Moorage Waitlist-Initial Sign-up	5305101014300	Credit	Sales	Tax 1
H57	Moorage Waitlist-Annual Renewal	5305101014300	Credit	Sales	Tax 1
H58	Vessel Demolition-Vessel Disposal	5305101014300	Credit	Sales	Tax 1
H59	Vessel Demolition-Landfill Disposal	5305101014300	Credit	Sales	Tax 1
H60	Vessel Sales	5305101014300	Credit	Sales	Tax 1
H61	Miscellaneous Harbor Fees	5305101014300	Credit	Sales	Tax 1
H61G	Seadrome Garbage (USCG ONLY)	5305101014300	Credit	Sales	Tax 1
H61R	AAHPA Participant Registration	5305104014420	Credit	Sales	None
H61S	AAHPA Sponsorship	5305104014110	Credit	Sales	None
H61V	AAHPA Vendor	5305104014300	Credit	Sales	None
H61W	Seadrome Potable Water (USCG ONLY)	5305101014300	Credit	Sales	Tax 1
H62	Power Daily 20A	5305101014300	Credit	Sales	Tax 1
H62P	Seadrome Power (USCG Only)	5305101014300	Credit	Sales	Tax 1

Account Codes

Code	Description	G/L Account	Balance	Category	Tax
H63	Power Daily 30A	5305101014300	Credit	Sales	Tax 1
H64	Power Daily 50A	5305101014300	Credit	Sales	Tax 1
H65	Power Daily 100A/208V	5305101014300	Credit	Sales	Tax 1
H66	Power Daily 100A/480V	5305101014300	Credit	Sales	Tax 1
H67	Power Summer Liveaboard 20/30A	5305101014300	Credit	Sales	Tax 1
H68	Power Summer Liveaboard 50A	5305101014300	Credit	Sales	Tax 1
H69	Power Summer Liveaboard 100A/208V	5305101014300	Credit	Sales	Tax 1
H70	Power Summer Liveaboard 100A/480V	5305101014300	Credit	Sales	Tax 1
H71	Power Summer 20/30A	5305101014300	Credit	Sales	Tax 1
H72	Power Summer 50A	5305101014300	Credit	Sales	Tax 1
H73	Power Summer 100A/208V	5305101014300	Credit	Sales	Tax 1
H74	Power Summer 100A/480V	5305101014300	Credit	Sales	Tax 1
H75	Power Winter Liveaboard 20A	5305101014300	Credit	Sales	Tax 1
H76	Power Winter Liveaboard 30A	5305101014300	Credit	Sales	Tax 1
H77	Power Winter Liveaboard 50A	5305101014300	Credit	Sales	Tax 1
H78	Power Winter Liveaboard 100A/208V	5305101014300	Credit	Sales	Tax 1
H79	Power Winter Liveaboard 100A/480V	5305101014300	Credit	Sales	Tax 1
H80	Power Winter 20A	5305101014300	Credit	Sales	Tax 1
H81	Power Winter 30A	5305101014300	Credit	Sales	Tax 1
H82	Power Winter 50A	5305101014300	Credit	Sales	Tax 1
H83	Power Winter 100A/208V	5305101014300	Credit	Sales	Tax 1
H84	Power Winter 100A/480V	5305101014300	Credit	Sales	Tax 1
H85	Power-KW Charge	5305101014300	Credit	Sales	Tax 1
H86	Power Account Activation	5305101014300	Credit	Sales	Tax 1
H87	Lease Rental Fees	5305101014570	Credit	Sales	Tax 1
H88	Account Balance Interest	5305101014800	Credit	Sales	Tax 1
H89	Account Late Fee	5305101014800402	Credit	Sales	None
H90	NSF Check Fee	1101704014710	Credit	Sales	None
H91	CBJ Sales Tax	2150101014215-1	Credit	Sales	None
H91M	CBJ Sales Tax Manual	2150101014215-1	Credit	Sales	None
H92	Refunds ONLY	5300101011205-5	Credit	Sales	None
H93	Harbors Reservations Moorage ->65'	5305101014300	Credit	Sales	Tax 1
H93CG	Seadrome Reservation (USCG ONLY)	5305101014300	Credit	Sales	Tax 1
H93S	Seadrome Summer Reservation	5305101014300	Credit	Sales	Tax 1
	Moorage				
H94	Annual Skiff Moorage	5305101014300	Credit	Sales	Tax 1
H95	Vessel Disposal Surcharge	5305101014300	Credit	Sales	Tax 1
H96	Auke Bay Loading Facility Moorage	5305101014300	Credit	Sales	Tax 1
H97	IVF Summer Fish Moorage Fee	5305101014300	Credit	Sales	Tax 1
H98	Surplus Auction Sales	5305101014300	Credit	Sales	None
H99	ABLF Haul Out Vessel Fee	5305101014300	Credit	Sales	Tax 1
P01	Cruise Ship Wharfage Fee	5315201014300-34	Credit	Sales	Tax 1
P02	Port Summer Daily Moorage <65 feet	5315201014300-34	Credit	Sales	Tax 1
P03	Port Summer Daily Moorage ->65 feet	5315201014300-34	Credit	Sales	Tax 1
P04	Port Summer Fish Moorage Fee	5315201014300	Credit	Sales	Tax 1
P05	(Do Not Use)	5315201014300	Credit	Sales	Tax 1

Account Codes

Code	Description	G/L Account	Balance	Category	Tax
P06	Port Maintenance Fee	5315201014300-35	Credit	Sales	Tax 1
P07	Potable Water Fee	5315201014300	Credit	Sales	Tax 1
P08	Vessel Lightering Fee	5315201014300	Credit	Sales	Tax 1
P09	Tour Broker Permit Fee	5305101014410	Credit	Sales	Tax 1
P10	LZ Permits-Company Fee	5305101014410	Credit	Sales	Tax 1
P11	LZ Permits-"A" Seat Fee	5305101014410	Credit	Sales	Tax 1
P12	LZ Permits-"B" Seat Fee	5305101014410	Credit	Sales	Tax 1
P13	LZ Permits-Daily LL Permit	5305101014410	Credit	Sales	Tax 1
P14	LZ Permits-Annual LL Permit	5305101014410	Credit	Sales	Tax 1
P15	Miscellaneous Port Fees	5315201014300	Credit	Sales	Tax 1
P16	Marine Passenger Fees	2250101014420	Credit	Sales	None
P17	Port Development Fee - Public	2325201014300	Credit	Sales	None
P18	Port Development Fees - Private	2325201014300	Credit	Sales	None
P19	Power Daily 20A	5315201014300	Credit	Sales	Tax 1
P20	Power Daily 30A	5315201014300	Credit	Sales	Tax 1
P21	Power Daily 50A	5315201014300	Credit	Sales	Tax 1
P22	Power Daily 100A/208V	5315201014300	Credit	Sales	Tax 1
P23	Power Daily 100A/480V	5315201014300	Credit	Sales	Tax 1
P24	Power Summer Liveaboard 20/30A	5315201014300	Credit	Sales	Tax 1
P25	Power Summer Liveaboard 50A	5315201014300	Credit	Sales	Tax 1
P26	Power Summer Liveaboard 100A/208V	5315201014300	Credit	Sales	Tax 1
P27	Power Summer Liveaboard 100A/480V	5315201014300	Credit	Sales	Tax 1
P28	Power Summer 20/30A	5315201014300	Credit	Sales	Tax 1
P29	Power Summer 50A	5315201014300	Credit	Sales	Tax 1
P30	Power Summer 100A/208V	5315201014300	Credit	Sales	Tax 1
P31	Power Summer 100A/480V	5315201014300	Credit	Sales	Tax 1
P32	Power Winter Liveaboard 20A	5315201014300	Credit	Sales	Tax 1
P33	Power Winter Liveaboard 30A	5315201014300	Credit	Sales	Tax 1
P34	Power Winter Liveaboard 50A	5315201014300	Credit	Sales	Tax 1
P35	Power Winter Liveaboard 100A/208V	5315201014300	Credit	Sales	Tax 1
P36	Power Winter Liveaboard 100A/480V	5315201014300	Credit	Sales	Tax 1
P37	Power Winter 20A	5315201014300	Credit	Sales	Tax 1
P38	Power Winter 30A	5315201014300	Credit	Sales	Tax 1
P39	Power Winter 50A	5315201014300	Credit	Sales	Tax 1
P40	Power Winter 100A/208V	5315201014300	Credit	Sales	Tax 1
P41	Power Winter 100A/480V	5315201014300	Credit	Sales	Tax 1
P42	Power-KW Charge	5315201014300	Credit	Sales	Tax 1
P43	Power Account Activation	5315201014300	Credit	Sales	Tax 1
P44	Lease Rental Fees	5315201014570	Credit	Sales	Tax 1
P45	Account Balance Interest	5315201014800	Credit	Sales	Tax 1
P46	Account Late Fee	5315201014800	Credit	Sales	None
P47	NSF Check Fee	1101704014710	Credit	Sales	Tax 1
P49	Refunds ONLY	5300101011205-5	Credit	Sales	None
P50	Port Maintenance Fee <3 Hr. Lighter	5315201014300-35	Credit	Sales	Tax 1
P51	Surplus Auction Sales	5315201014300	Credit	Sales	None
P52	Downtown Parking/Taku Lot	5315201014300	Credit	Sales	Both

Account Codes

Code	Description	G/L Account	Balance	Category	Tax
P53	Port Dues - Public	2325201014300	Credit	Sales	None
P54	LZ Permits - "C" Seat Fee	5315201014410	Credit	Sales	Tax 1
P55	Refuse Disposal Fee	5315201014300	Credit	Sales	None
P56	Port Summer Moorage Fee_> 200'	5315201014300-34	Credit	Sales	Tax 1
P57	Greywater service	5315201014300	Credit	Sales	Both

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